

88 00656



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 26 1988

UNIVERSITY OF CALIFORNIA

2. Natural Arroyo
3. Local Park

Oversized Map or Foldout not scanned.

Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.

City of Riverside

Mayor

Ab Brown

City Council

Ward 1	Ron Loveridge	Ward 5	Paul Renck
Ward 2	Ed Shepard	Ward 6	Sam Digati
Ward 3	Jean Mansfield	Ward 7	Pete Peterson
Ward 4	Robert Bowers		

City Manager

Douglas G. Weiford

City Planning Commission

Devonne Armstrong	B. J. Mylne
Lester Heustis	Max Neiman
Jerry Irion	Bert Orr
Frances McArthur	Steve Simpson
Jessie Myers	

Planning Director

Merle G. Gardner

Project Staff

Stephen J. Whyld, Principal Planner
Craig Aaron, Senior Planner
Mike Coyazo, Senior Planner
Kathleen Dale, Associate Planner

Consultant

Greiner Engineering of California, Inc.
Steven R. Morton, Project Planner

TABLE OF CONTENTS

Introduction.....	A-1
Land Use Element Summary.....	B-1
Circulation and Transportation Element Summary.....	C-1
Housing Element Summary.....	D-1
Open Space and Conservation Elements Summary.....	E-1
Seismic Safety and Safety Element Summary.....	F-1
Noise Element Summary.....	G-1
Scenic Highways Element Summary.....	H-1
Community Plans Introduction.....	I-1
Airport Master Plan Summary.....	J-1
Arlanza-La Sierra Community Plan Summary.....	K-1
Arlington Community Plan Summary.....	L-1
Arlington Heights Plan Summary.....	M-1
Casa Blanca Community Plan Summary.....	N-1
Downtown Historic Districts Plan Summary.....	O-1
Downtown Plan Summary.....	P-1
Eastside Community Plan Summary.....	Q-1
Hawarden Hills Study Summary.....	R-1
Northside Community Plan Summary.....	S-1
Southeast Study Area Summary.....	T-1
Sycamore Canyon Business Park Specific Plan Summary.....	U-1
Sycamore Canyon Specific Plan Summary.....	V-1
Victoria Avenue Plan Summary.....	W-1

LIST OF EXHIBITS

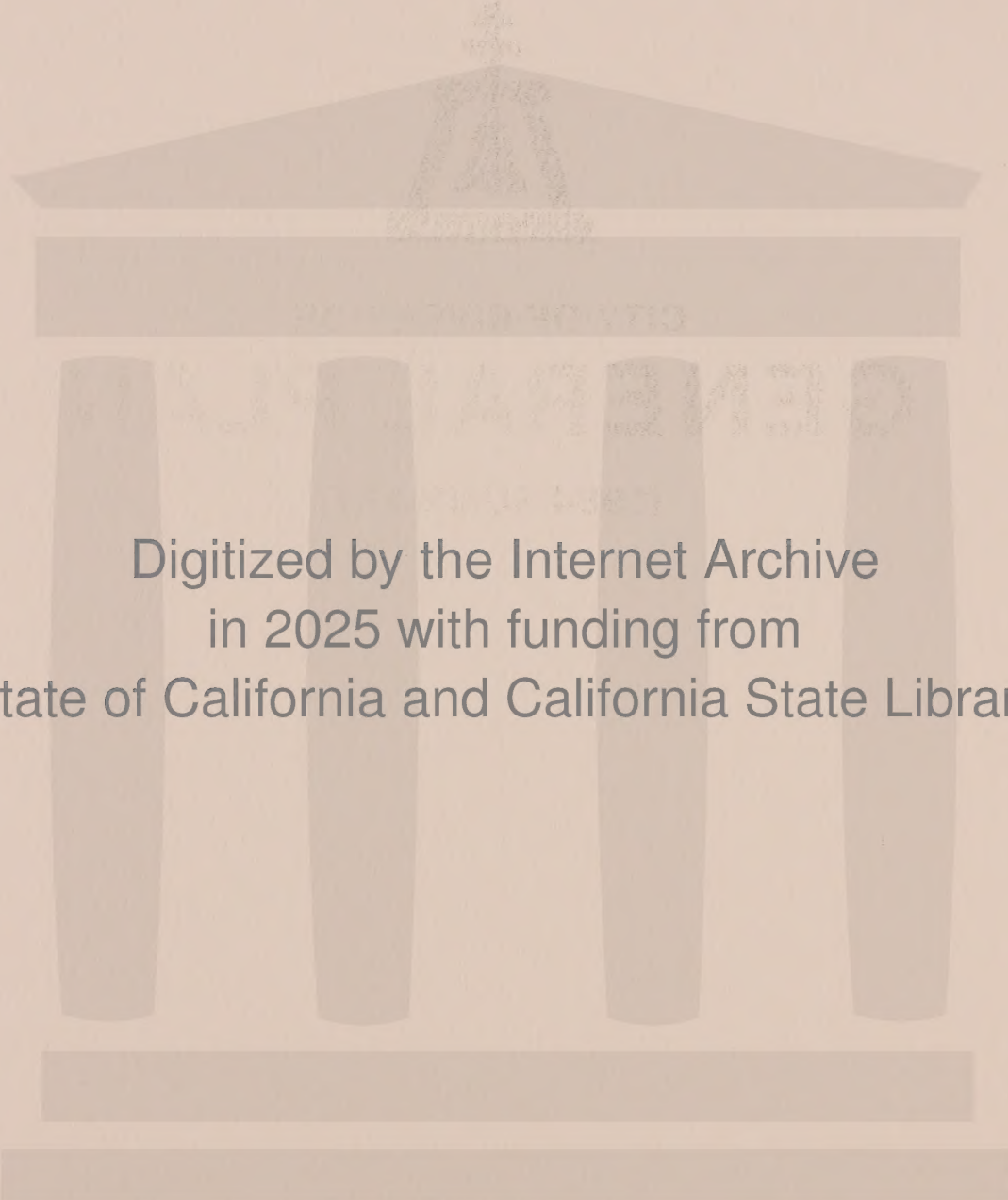
<u>Exhibit</u>	<u>Following Page</u>
Safety Hazards.....	F-12
Noise Contours.....	G-10
Scenic Highways.....	H-10
Community Planning Areas.....	I-1
Airport Land Use Plan.....	J-7
Arlanza-La Sierra Land Use Plan.....	K-19
Arlington Land Use Plan.....	L-17
Arlington Heights Land Use Plan.....	M-12
Casa Blanca Land Use Plan.....	N-19
Downtown Historic Districts Plan.....	O-10
Downtown Land Use Plan.....	P-17
Eastside Land Use Plan.....	Q-17
Hawarden Hills Land Use Plan.....	R-5
Northside Land Use Plan.....	S-18
Southeast Area Land Use Plan.....	T-7
Sycamore Canyon Business Park.....	U-3
Sycamore Canyon Land Use Plan.....	V-7

Pl- exhibits



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

INTRODUCTION



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C124880116>

INTRODUCTION

I. Historical Perspective

The existing adopted General Plan for the City of Riverside was prepared in 1968. Since that original plan, California planning laws have undergone continual changes. In an effort to comply with new legislation and in recognition of changing conditions within Riverside, the General Plan has evolved into a multi-document format. The General Plan now includes all the state mandated elements.

II. Purpose

Because the various elements of the General Plan have been prepared at different times and by many people, they are of varying format, age and quality. The availability of these documents has also been a problem as the supply of older documents decreases with time.

This 1984 Summary is intended to become a tool, readily available and easy to use. It includes all of the goals, objectives, policies and implementing actions which were originally included in all elements of the General Plan. It also summarizes the conditions as they existed at the time of original document preparation.

III. Organization

The General Plan 1984 Summary includes a summary of all General Plan Elements; it also includes a summary of existing Community Plans, Area Plans and Specific Plans as follows:

o Elements

- Land Use
- Housing
- Open Space and Conservation
- Seismic Safety and Safety
- Circulation and Transportation
- Scenic Highways
- Noise

o Community Plans

- Arlanza La Sierra
- Arlington
- Casa Blanca
- Eastside
- Northside

o Other Plans

- Downtown Plan
- Downtown Historic Districts Plan

Victoria Avenue Development Plan
Arlington Heights Plan
Southeast Area Study
Hawarden Hills Study
Airport Master Plan
Box Springs Specific Plan
Sycamore Canyon Specific Plan

Each of these plan/elements has been summarized and reformatted as detailed below:

I. Introduction - This section details the legislative requirements fulfilled by the original document and specifies such information as location, study area boundary, adoption date, etc.

II. Issues - This section is an existing conditions section detailing the characteristics of Riverside at the time of document preparation.

III. Goals - This section lists the goals of the original document.

IV. Objectives, Policies and Implementing Actions - This section lists the objective policies and implementing actions of the original document in a reorganized and standardized structure.

V. Land Use Plan - This section is included when appropriate. It details land use changes recommended by the original document.

IV. General Notes

This 1984 summary is not the official General Plan for the City of Riverside. It is merely a summary of those adopted elements and plans. As such, the 1984 Summary should be viewed as a guide to City policy rather than actual policy itself.

Conflicts in policies contained within this document do occur and no effort was made to eliminate these. Many policies, etc. are obsolete due to age or changes occurring after original document preparation. The data contained within the Issues section of almost every summary is dated and, therefore, of somewhat limited value.

With all of its limitations, however, this document will serve a valuable function. It will allow City Staff, Planning Commission, City Council and the public to have or utilize a single document which contains virtually all goals, objectives, policies, and implementing actions of the City of Riverside related to planning.



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

LAND USE

LAND USE ELEMENT SUMMARY

I. Introduction

The current Land Use Element (LUE) policies for the City of Riverside are contained within the document entitled "Riverside: 1990 The General Plan." This document, adopted in November 1969, was prepared as the entire general plan for the City, but as time passed other elements were prepared in response to changing conditions and new state legislation.

The LUE has been required by State Government Code Section 65302(a) since 1955. By code, it is intended to be the synthesis of all other general plan elements establishing a pattern for land use and clear standards for the density of population and the intensity of proposed land uses.

II. Issues

The Land Use Plan for the City of Riverside has undergone continual change since the preparation of the original in the 1960's. Not only has the pattern of land use changed, but in addition many new land use designations have been created. These changes reflect the significant differences in land use policy between the Riverside of 1968 and Riverside today.

The conditions that existed during original plan preparation were included in two previous reports, namely, Riverside, The View Ahead, Parts 1 and 2.

This Land Use Element Summary is unique to this document in that it presents updated information. All other element/plan summaries utilize only information from the original texts. This updated information takes the form of a Land Use Plan map reflecting all changes made to the plan since 1969 (See "Land Use Plan," front cover insert) and a revised list of land use designations along with corresponding descriptions of those designations. These descriptions were supplied by the Planning Department and are included in Section V of this LUE Summary.

III. Goals

A plan for a safe, convenient, and attractive city is not enough for a community of Riverside's calibre. The General Plan should be evaluated in terms of its success in reaching toward four goals:

Community Identity. As Riverside is engulfed by the urban tide, its identity will depend increasingly on deliberate efforts to create visual points of reference, both within the community and on its boundaries. Another aspect of community identity is considered in the statement of the Riverside 2000 Committee,

"How Big

The City of Riverside will heed the dictum of natural biological systems, and set the example for Southern California by establishing reasonable limits for growth, both to physical size and density. This should be accomplished with total regional coordination for establishing urban definition space to control the flow of urbanization."

Equality of Opportunity. The Plan cannot remedy all social inequities, but every proposal should be evaluated with an awareness of the urgency of bringing disadvantaged minorities into the mainstream of American city life.

Quality. Today Riverside has many examples of quality development, both public and private. A community consensus must be developed if the city is to make the investments and adopt the regulations that are essential prerequisites of maintaining quality. Quality will not necessarily create community identity, but it can help. Pursuit of quality need not divert attention from the needs of the disadvantaged. Both goals are susceptible of attainment.

Regional Orientation. Recognizing that city planning which does not heed the fact that we are part of a cohesive nine-county region is inadequate, the City of Riverside will endeavor to relate its planning programs to the regional concept, and will challenge the balance of the nine-county region to join in a concerted effort to bring existing trends to a halt and set forth on a program that will liberate us from our present confusion.

IV. Objectives, Policies and Implementing Actions

Many of the objectives, policies and implementing actions of the Land Use Element are embodied in graphic form on the Land Use Plan (See front cover insert). Other objectives and policies are included within this section. The 1968 Land Use Element identified three broad functions of the Land Use Element which are presented here as the following objectives:

OBJECTIVE A: To enable the Community, speaking through the City Planning Commission and the City Council, to agree on long and short range development policies.

OBJECTIVE B: To provide a basis for judging whether private development proposals and public projects are in harmony with the policies.

OBJECTIVE C: To provide, through the priorities established by the 10-year Improvements Plan, a vehicle for decisions on the "standard of living" that Riverside can afford.

The following policies were adopted in conjunction with the first and second annual review of the General Plan in 1972 and 1973:

1st Annual Review

Policy:

- A.1. The title of the map "CITY OF RIVERSIDE GENERAL PLAN: 1990" shall be changed to be designated hereafter as "CITY OF RIVERSIDE GENERAL PLAN".
- A.2. The title of the map "RIVERSIDE PLANNING AREA GENERAL PLAN: 1990" shall be changed to be designated hereafter as "RIVERSIDE AREA PLAN".
- A.3. The textual documents of the General Plan are hereby altered, extended and amended to include the following policy statements, and any provisions inconsistent with said following policy statements are deemed amended to be consistent therewith:

Development Policies

- (a) Time Factor. The land use distribution depicted by this plan is based on a projected future population of 350,000 to 400,000 persons within or immediately adjacent to the City of Riverside which is expected to be reached at an indeterminant time after the year 1990. References to specific dates elsewhere in this text should be disregarded.
- (b) Development Sequence. The premature development of nonurbanized areas shall be discouraged and land needs for necessary future growth should be met first by undeveloped and under-developed land adjacent or in close proximity to existing urbanized neighborhoods.
- (c) Environmental Factor. The importance of environmental and aesthetic factors shall be acknowledged in all decisions affecting the future development of the City. Care shall be exercised to preserve and protect natural amenities and open space; to promote expansion of City street landscaping and park development programs; to discourage excessive grading and over-building in areas poorly suited for urban use; to encourage preservation of agricultural land; and to prevent the residential development of property poorly suited for human habitation for reasons of excessive noise, low air quality, poor sanitation or natural hazard.
- (d) Santa Ana River Environment. The development policies of the City of Riverside for the Santa Ana River flood plain and adjacent land shall support and concur in principle with the Statement of Policies for the Santa Ana River Greenbelt Corridor for Recreation and Open Space as adopted by the Riverside County Board of Supervisors on January 4, 1972.
- (f) Expansion. The ultimate limits of the City shall be those indicated by the adopted Sphere of Influence Map.

Within these limits the City shall be developed as a distinct entity and care shall be taken to provide recognizable separators, particularly open space, between Riverside and surrounding communities.

2nd Annual Review

Policy:

B.1. Care shall be exercised to preserve and protect natural amenities and open space; to encourage the joint use of open space for conservation and recreation wherever feasible; to promote the expansion of City street landscaping and park development programs; to discourage excessive grading and over-building in areas poorly suited for urban use; to encourage the preservation and/or development of agricultural land where suitable and desirable; to encourage the early acquisition of park land and recreation facilities for future development; and to minimize hazards to life and property from flood, fire, land and mud slides and polluted water by preventing development of hazardous areas.

B.2. The average number of dwelling units per gross acre envisioned by each of the General Plan's residential classifications shall be applied on the basis of planning areas rather than on the total amount of land in the City included under each classification. This policy statement is necessary to preclude the possible concentration of projects in any one area of the City having unit densities higher than the average densities planned for that area.

V. Land Use Plan

This section includes an updated list of land use designations consistent with the adopted Land Use Plan for the City of Riverside (See front cover insert). The official map is on file with the Planning Department.

A. Residential

- o Agricultural Residential: Single family houses on large lots. Maximum 0.2 dwelling units per gross acre.
- o Citrus Residential (.2): Single family houses on large lots in agricultural areas.

Range: Up to 0.5 units per gross acre.
Average: 0.2 units per gross acre.

- o Citrus Residential (.5): Single family houses on large lots in agricultural areas.

Range: Up to 0.75 units per gross acre.
Average: 0.5 units per gross acre.
- o Very Low Density "C" Residential: Single family houses on large lots or on slopes of 30 percent or greater.

Range: Up to 0.5 dwelling units per gross acre.
Average: 0.2 dwelling units per gross acre.
- o Very Low Density "B" Residential: Single family houses on large lots or on slopes of 15 percent or greater in combination with other environmental constraints.

Range: Up to 0.75 units per gross acre.
Average: 0.5 units per gross acre.
- o Very Low Density "B" Residential (Hawarden Hills): Single family houses on large lots. Maximum 0.5 dwelling units per gross acre.
- o Very Low Density Residential (1): Single family houses on large lots. One dwelling unit per gross acre.
- o Very Low Density "A" Residential: Single family houses on large lots.

Range: Up to 2.5 dwelling units per gross acre.
Average: 1.5 dwelling units per gross acre.
- o Semi-Rural Lifestyle: Single family houses with the keeping of animals on minimum 20,000 square foot lots. Average: Two dwelling units per gross acre.
- o Low Density Residential: Single family houses on large lots or on slopes 15-30 percent.

Range: Up to 6.0 dwelling units per gross acre.
Average: 3.0 dwelling units per acre. PRD's at selected locations.
- o Medium Low Density Residential: Predominantly single family houses on slopes under 15 percent.

Range: Up to 8.0 dwelling units per gross acres.
Average: 4.0 dwelling units per gross acre. PRD's at selected locations.

- o Medium High Density Residential: Predominantly low density apartments or apartments mixed with single family houses.

Range: Up to 16 dwelling units per gross acre.

Average: 12 dwelling units per gross acre. PRD's at selected locations.

- o High Density Residential: Apartments.

Range: Up to 30 dwelling units per gross acre and up to 54 units per acre in the downtown area.

Average: 20 dwelling units per gross acre. PRD's at selected locations.

- o High Density Residential/Offices: Mixture of apartments and offices.

B. Commercial

- o Retail Business and Offices: Downtown, Regional Shopping Centers; Community Shopping Centers; Neighborhood Shopping Centers; and other groups of stores.

- o Visitor Commercial: Concentration of motels and restaurants.

- o Service Commercial: Mixed commercial strips.

- o Automotive: Concentration of motor vehicle sales and service.

C. Industrial

- o Industrial Park: High quality industry subject to strict use and design standards.

- o Low Density Industry: Average 4 employees per gross acre.

- o High Density Industry: Average 14 employees per gross acre.

- o Air Industry: Air related offices and industry.

D. Other

- o Offices (only)

- o Public and Institutional

- o Local Parks and Golf Courses
- o Regional Park
- o Open Space: Typical slope over 30 percent;
watershed and flood control area.
- o Parking



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

**CIRCULATION
AND
TRANSPORTATION**

CIRCULATION AND TRANSPORTATION ELEMENT SUMMARY

I. Introduction

The City of Riverside adopted its Circulation and Transportation Element (CTE) in 1981. The Element was prepared by Barton-Aschman Associates, Inc. in cooperation with the City Departments of Planning and Public Works and with the City Council appointed Circulation and Transportation Study (CATS) Committee.

The State of California has required that cities and counties include a circulation element as part of the adopted general plan since 1955 (Government Code Section 65302 (b)).

II. Issues

This section will describe the roadway system, public transportation and the railroad system of the City of Riverside as detailed in the 1981 CTE.

A. Roadway System

The roadway network which presently serves the City includes 18.3 route miles of state legislative freeways and about 192 route miles of arterials (not including local streets).

The street system in Riverside is difficult to characterize. It consists of a combination of juxtaposed irregular grid patterns and radial routes which have been influenced by topography, canals, arroyos, and rivers; and the Atchison Topeka & Santa Fe, Southern Pacific, and Union Pacific Railroads. Also the Riverside Freeway (S.R. 91), Pomona Freeway (S.R. 60) and their extensions (Interstate 15E) have had pronounced effects on travel patterns and the City's street system in recent years.

The major freeway route in the City is the Riverside Freeway (S.R. 91) and its extension Interstate 15E. It connects the City with Long Beach and Orange County to the Southwest, and the San Bernardino urban area to the north. The S.R. 91/I-15E freeway is a principal access route for through traffic oriented to the San Bernardino mountain recreation area and points north of Riverside. It is the most heavily travelled roadway in Riverside County, and carries between 65,000 and 90,000 vehicles per day along various segments through the City. Its present six lane cross section affords a Peak Hour Level of Service between 'C' and 'D', which is indicative of stable, yet congested traffic flow conditions.

The Pomona Freeway (S.R. 60) which joins Interstate 10 just west of Beaumont is a major connecting route for the

desert communities of Palm Springs and Indio with the Los Angeles basin. While used extensively by truckers on a daily basis as a more direct route than I-10 from Coachella and Imperial Valleys to Los Angeles' markets, S.R. 60 is heavily impacted on weekends by recreational travellers oriented to desert resort areas. Current average daily traffic volumes on this four to six lane freeway approximate 30,000 - 50,000 vehicles per day within the City of Riverside. Caltrans recently widened the section of S.R. 60 between Main Street and the easterly City limits, to six lanes.

Approximately 40 percent of the total vehicle miles travelled within the City occurs on the above freeways, the balance on the arterial and local street system. The arterial street and highway network in Riverside consists of some 192 route miles (534 lane miles) wholly within the City and another 33 route miles (105 lane miles) in its influence area. Approximately 42% of the route miles comprise major arterials, with 58% being secondary arterials. For the most part the existing arterial street system is adequate to accommodate present day traffic volumes at a 'C' Level of Service or better, even during peak hours.

Major Arterials: This category of arterials generally has four to six travel lanes and serves the principal function of carrying traffic. Unlike freeways, however, they also function to directly serve abutting properties. Trip lengths on major arterials are generally medium to long (3 - 10 miles). Major arterials expedite the movement of through traffic to major traffic generators and collect and distribute traffic from freeways to secondary arterials or directly to traffic destinations. Current day volumes on major arterials in the City of Riverside are in the order of 10,000 to 25,000 vehicles per day. Examples of existing roadways which fit into the major arterial category are described below:

- o Magnolia Avenue/Market Street - has historically been the most important arterial in the City. Extending 12 miles from the southern City limits to the northern City limits near Fairmount Park, it parallels the Riverside Freeway (S.R. 91). As it enters downtown from the south, Magnolia Avenue becomes Market Street as it continues north.

The roadway cross-section varies considerably over the length of Magnolia Avenue. The southern portion from the City of Corona to Banbury is a four-lane divided facility with a 50-foot wide median strip. (Until recently the median was used by the Southern Pacific Railroad. The rail service has now been abandoned and the rails removed.) From Van Buren Boulevard to Arlington Avenue, the median reduces to a 20-foot

width. North of Arlington it continues as a four-lane undivided roadway with left-turn pockets, carrying approximately 24,000 vehicles per day.

- o Arlington Avenue - This major arterial is the principal east-west cross-town connector in the City. Its traffic carrying role on the east side of town is emphasized by the diagonal grid system to the south which feeds into it and the absence of any major parallel routes to it on the north. Arlington Avenue currently accommodates between 12,000 and 24,000 vehicles per day over most of its length. It has a four lane cross section west of Adams Street, and has four travel lanes plus left turn lanes from Adams Street east.
- o Van Buren Boulevard - is a Countywide circumferential arterial that links Arlanza Village and Arlington communities with Arlington Heights, Woodcrest and March Air Force Base. It also serves access to the Riverside Airport in the northwest portion of Riverside. In excess of 24,000 vehicles per day use this crosstown roadway. At the southern City limits, enroute to March Air Force Base, Van Buren Boulevard becomes a conventional four-lane road and the traffic volume reduces to approximately 10,000 vehicles per day.
- o University Avenue - The portion of the City east of the downtown leading to the University of California (UCR) is served by University Avenue. This east-west arterial is a heavily trafficked vehicular route for University students and commuter traffic. The commercial activity along its length from the downtown to UCR is extensive and attracts a high volume of trips. University Avenue carries 20,000 vehicles per day within a four-lane cross-section. Parking is prohibited along much of the route east of the Riverside Freeway.
- o La Sierra Avenue - is a north-south cross street in the western part of the City that serves the La Sierra Community. La Sierra Avenue currently is striped for four through lanes and separate left-turn lanes plus an 8-foot wide one-way bicycle lane for each direction of traffic.
- o Victoria Avenue - is a north-south arterial less than a mile southeast and parallel to the Route 91 Freeway. It extends from Fillmore Street south of the City to University Avenue east of downtown. For most of its length Victoria Avenue is a tree-lined parkway with a wide landscaped median. The surrounding area although until recently predominantly rural is undergoing conversion to residential uses. The majority of

weekend recreational bicycle trips are taken on Victoria Avenue.

Secondary Streets: This category of streets, which is typically two lanes, occurs between major arterials to reduce their traffic loads by accommodating trips of medium length (1 - 5 miles). They also collect and distribute traffic from local streets to major arterials, and serve as links between adjacent neighborhoods.

Volumes generally are in the 5,000 to 15,000 vehicles per day range. Illustrative of existing streets which fit within the secondary street category are:

- o Norwood Avenue
- o Campbell Avenue
- o Cook Avenue
- o Harrison Street
- o Monroe Street
- o Jefferson Street
- o Bandini Avenue
- o Kansas Avenue
- o Certain downtown streets such as Orange, Lime and Third.

Local Roads: These streets serve principally as access facilities for adjacent development. Trip lengths are normally short and traffic volumes are usually very light (less than 5,000 vehicles per day). The Circulation and Transportation Element of the General Plan does not include these lower level facilities, but instead sets the framework from which they can be developed by establishing the arterial street system.

B. Public Transportation

In addition to intercity passenger services provided by Greyhound and Continental Trailways, the City of Riverside is served by three public transportation carriers:

- o Southern California Rapid Transit District (SCRTD)
- o Riverside Transit Agency (RTA)
- o City of Riverside Special Services

Southern California Rapid Transit District: The principal

regional bus carrier in the Los Angeles metropolitan area operates two lines which directly serve residents of the City of Riverside.

- o SCRTD Line 860 provides intercity rather than intracity service. Originating in downtown Long Beach, this route passes through Seal Beach, Santa Ana and Corona enroute to Riverside. After a stop in Corona it travels along Magnolia Avenue to-and-from downtown Riverside. Four trips a day are provided all year around.
- o SCRTD Line 496 is an intercity line which runs between Los Angeles, Riverside, and San Bernardino. Areas also served along the line include Rubidoux, Pomona, Montclair Plaza and the Ontario Airport. Hourly service is provided every day of the year. Although Route 496 generally follows the I-10 corridor along most of the route, including within the City of Riverside, it uses surface streets.

Riverside Transit Agency: In 1975 the Riverside Transit Agency (RTA) was formed as a joint powers agency to provide transit service in the western portion of Riverside County.

Initially, the member agencies which comprised RTA consisted of the County of Riverside and the Cities of Beaumont, Corona, Lake Elsinore, Norco, Perris, Riverside and San Jacinto. Subsequently, the Cities of Banning and Hemet also became members of RTA resulting in complete participating of all jurisdictions in the western portion of the County.

The service provided by RTA is determined by the specific requests of individual member agencies. Where service is requested, RTA either provides service directly or on a contract basis with a private operator or carrier. In those instances where no service is requested, the member agencies have the option of providing their own transit service while participating in the transit agency. All participants contribute one percent of their respective annual Local Transportation Fund (SB 325-LTF) allocations for membership in RTA.

The Riverside Transit Agency operates six linked fixed routes within the City of Riverside and various communities in surrounding areas, such as Sunnymead and Home Gardens. Eighteen buses are in daily service on the above lines at peak periods and six buses are kept in reserve as spares. All twenty-four buses are full size coaches seating 40-50 passengers.

Service is provided on weekdays and Saturdays on most routes generally starting between 6:00 a.m. and 7:00 a.m.

and running until 7:00 p.m. to 9:00 p.m. Route 1 - Magnolia has extended evening service and Sunday service.

The following narrative describes the characteristics of the RTA operated fixed routes:

- o Route 1 - Magnolia - Connects Tyler Mall to the west with UCR to the east via downtown Riverside, Riverside Community Hospital, Riverside City College and Riverside General Hospital. Approximately 50% of the passengers carried by RTA are carried on Line 1 which operates on 30 minute frequencies using six full-sized transit coaches.
- o Route 12 - California Avenue - Provides direct service between downtown and the City's eastside, direct service to Riverside City College and access to downtown from the City's westside. Line 12 operates Monday through Friday on 60 minute frequencies using two full-sized transit coaches.
- o Route 13 - Arlanza - Provides service on Magnolia between downtown Riverside and Riverside Plaza, with service along Colorado and Wells and access to Tyler Mall. Service is provided Monday through Friday with one hour headways using two full-sized transit coaches.
- o Route 14 - Casa Blanca - Offers service in the Casa Blanca area of the City and to the California School for the Deaf, direct service through the Auto Center complex and service to Home Gardens (including connections with the Corona Dial-A-Ride). Service is provided Monday through Saturday with half hour peak period headways and one hour non-peak headways. Four full-sized transit coaches are used on this route.
- o Route 15 - Arlington - Includes continuous crosstown service in Arlington Avenue corridor, La Sierra Heights, the Riverside Airport, Riverside Plaza, Tyler Mall and one bus service to Riverside City College and downtown Riverside. Service is provided Monday through Saturday using two buses on hourly headways.
- o Route 16 - University Avenue - Provides direct service between Sunnymead-March AFB and UCR-downtown in addition to continuous service on University Avenue between UCR and downtown. Service is provided Monday through Saturday using two full-sized transit coaches on hourly headways.

In addition to the above routes, which are wholly within the City of Riverside, RTA operates four additional fixed routes which serve Riverside and connect it with adjacent cities. Route 21 loops through Riverside, Rubidoux and

Jurupa (3 trips per day); Route 22 connects Riverside with Perris at two hour frequencies; Route 24 provides service to Woodcrest and Arlington with transfer connections to other RTA routes at Tyler Mall; and Route 25 connects Highgrove with downtown Riverside at hourly intervals.

Special Services: The City of Riverside, in addition to local service operated by the Riverside Transit Agency, currently provides specialized demand responsive transit service to the City's elderly and handicapped residents. The system uses a fleet of seven vehicles, operating between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday, and 9:00 a.m. and 2:30 p.m. on Saturdays and Sundays. Three of the vehicles are equipped with wheelchair lifts to facilitate system accessibility. Additionally, the service currently requires passengers to reserve rides at least twenty-four hours in advance. Passenger pick-ups are generally made within about 30 minutes of the requested time. There are no user charges imposed on the system.

Results of the Riverside County On-Board Transit Ridership Profile Survey conducted in early 1977 revealed the following: Weekday ridership consisted of a daily average of 248 patrons. Of these, 73% or 181 riders were elderly passengers; handicapped riders accounted for 36% or 89 riders; ridership by persons under 18 years of age accounted for 1% or 3 passengers. Additional results indicate 66% or 164 passengers had annual incomes less than \$5,000 and no private automobile. Weekend ridership averaged 50 passengers.

Capital improvements for the special services have been funded exclusively with TDA funds, whereas operating costs have been subsidized through a combination of State (TDA), and Federal (UMTA) funds.

C. Railroads

Three railroad companies have active lines in the City of Riverside -- Atchison Topeka and Santa Fe, Union Pacific and Southern Pacific.

The AT & SF main line, which handles the bulk of Santa Fe Railway's transcontinental freight traffic, parallels the Riverside Freeway (S.R. 91). While there are several locations where grade-separations have been provided, for the most part the AT & SF main line crosses the City's arterial street system at-grade. Although most all of the grade crossings with arterials are gate controlled, these crossings result in delays as well as safety hazards to motorists.

A branch of the AT & SF which connects the main line with Hemet and San Jacinto traverses the eastern edge of the

City, cuts through the University area and connects with the main line in Highgrove. This branch is lightly used with only about one train per day in the off-season and two to three trains per day during the first hauling season.

The Union Pacific Route between San Bernardino and Los Angeles enters the City at the northern boundary approximately midway between Van Buren Boulevard and downtown, then parallels Central Avenue, midway between Central and Jurupa, crosses the Riverside Freeway and then joins up with the AT & SF main line. This is a heavily utilized line, yet again is predominately at grade within the City of Riverside.

There is also a Southern Pacific Railroad spur which branches from the AT & SF main line just north of downtown and passes through the industrial area at the northeast portion of the City enroute to Colton.

III. Goals

- A. The City of Riverside shall seek to develop and maintain a transportation system which accommodates all legitimate modes of travel in a manner that balances concerns with safety, environmental quality and mobility.
- B. The City of Riverside shall seek to provide for efficient movement of people, goods and services with minimal pollution and expenditure of energy and natural resources.
- C. The City of Riverside shall seek to establish a fully integrated system wherein the bicycle is accommodated as a viable mode of both transportation and recreation.

IV. Objectives, Policies and Implementing Actions

The original plan included only Specific objectives and policies. Implementing actions take the form of general recommendations interspersed throughout the text aimed at implementing the CTE updated plan map. For this reason only objectives and policies are included in this Summary.

Circulation Adequacy/Accessibility

- | | | |
|------------|------|---|
| Objective: | A. | To provide for personal mobility. |
| Policy: | A.1. | Balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short term delays at peak flow hours. |
| | A.2. | Maintain a transportation system that will be compatible with existing and projected land use in the planning area. |

- A.3. Give consideration to the coordination of local transportation planning with that associated with county, regional and state agencies.
- A.4. Implement transportation projects as demand occurs, or as future demand can realistically be determined.
- A.5. Develop a five year priority major street improvement program with concurrent maintenance of existing roadways.
- A.6. Improve street service and traffic safety levels through traffic engineering techniques to make full use of existing roadway capacity.
- A.7. Periodically review current traffic volumes and the actual pattern of urban development to coordinate, program, and as necessary revise road improvements.

Environment, Safety and Aesthetics

Objective:

- B. To balance the need to provide transportation facilities with the maintenance of quality in both the natural and man-made environment.

Policy:

- B.1. Develop a street network which meets traffic circulation needs without sacrificing the function and quality of the City's existing and future residential neighborhoods.
- B.2. Design street improvements considering equally the effect on aesthetic character and liveability of residential neighborhoods with traffic engineering criteria.
- B.3. Consider all alternatives for increasing street capacity before physical street widening is recommended.
- B.4. Base street widths to improve traffic flow on site specific conditions rather than absolute standards. A flexible approach whereby the street is designed to fit an individual situation shall prevail over the blanket application of a uniform design standard.
- B.5. Accomplish design of all streets in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise and air quality wherever any of these factors are applicable. Citizen involvement in major street widening projects should be sought through specific involvement of the area residents involved.

- B.6. Maintain neighborhood integrity where feasible.
- B.7. Encourage through traffic to use freeways and arterial streets rather than local residential streets.
- B.8. Work to balance the safety needs of all road users and non-road users on whom street safety may have an impact.
- B.9. Adhere to the standards of the General Plan Noise Element with regard to reducing noise impacts generated by street traffic.
- B.10. Ensure the complete implementation of the Scenic Highway Element through interdepartmental coordination of landscaping and sign plans for Scenic Corridors to ensure that all improvements are in character with the planned scenic qualities of such travel corridors.
- B.11. Establish the general alignment of Scenic Corridors to fit the scenic character of the area to be traversed.
- B.12. Preserve the natural environment in distinctive non-urban areas when possible through reasonable efforts.
- B.13. Examine the feasibility and actively support the development of railroad grade separations.

Balance Among Modes

- Objective: C. To provide necessary space and facilities to accommodate all legitimate forms of transportation including automobiles, trucks, public transportation, bicycles and pedestrians.
- Policies:
- C.1. Improve transportation opportunities for the elderly, handicapped, disadvantaged and lower income groups.
 - C.2. Periodically reassess the Circulation and Transportation Element to make adjustments, as necessary, to meet the changing needs of the City.
 - C.3. Expand the existing bus system and make provisions for future public transportation consistent with the Riverside Countywide Transportation Plan.
 - C.4. Encourage a mix of transportation modes aimed at the effective utilization of energy resources.
 - C.5. Encourage the provision of sidewalks, where needed, in accordance with the information in the Bicycle and Pedestrian Safety Study.

C.6. Provide for the full implementation of the Master Plan of Bikeways.

C.7. Develop a program to provide incentives for ride sharing, ramp metering, high occupancy lanes on the Riverside Freeway and a downtown intercept parking program.

Master Plan of Bikeways

Objective: D. To provide and encourage safe conditions for bicycle travel on public streets and other public rights-of-way.

Policy: D.1. Mitigate on-street hazards for bicyclists as they are identified.

D.2. Provide the necessary facilities and traffic engineering to safely integrate bicycle operations into the City's street network.

Objective: E. To encourage and provide for maximum security against bicycle theft.

Policy: E.1. Provide maximum security parking equipment for bicycles in City operated parking facilities and adjacent to public hearings.

E.2. Encourage new commercial and office developments to provide maximum security parking equipment for bicycles.

E.3. Encourage existing office and commercial development to reassess and upgrade their bicycle parking facilities.

Objective: F. To educate the motorist and the bicyclist alike to insure that they are fully aware of their rights and responsibilities toward one another as users of public rights-of-way.

Policy: F.1. Continue and coordinate the existing Riverside Police Department safety lecture program in conjunction with evolving new education programs.

F.2. Encourage the PTA Council to take the lead in developing public awareness and effectuating the bicycle safety education program.

F.3. Encourage the media, particularly newspapers, to publicize rules of the road, accident statistics, and the intention of the City to enforce bicycle safety ordinances.

F.4. Vigorously enforce existing laws as they relate to the rights and responsibilities of bicyclists and motorists toward one-another.

Objective: G. To fully integrate bicycling as a recreational activity into the City's planned open space system.

Policy: G.1. provide bicycle related facilities in the development of new and existing park systems as well as part of other planned open space linkages.

V. General Plan Circulation and Transportation Element Plan

The adopted General Plan Circulation and Transportation Element updated plan for the City of Riverside, which is shown in the fold-out map at the back of the original 1981 Report proposes the eventual implementation of some 30 lane miles of freeway widening (26 lane miles of which are in the City) as well as 255 lane miles of new or widened arterials (220 lane miles of which are in the City).

Major recommended projects contained in the adopted Plan include:

- o Widening of the Riverside Freeway to 8 lanes;
- o Construction of the California Avenue, Etiwanda Avenue, Jurupa Avenue, and Adams Street extensions (all of which were in the former General Plan);
- o Constructing a new, mirror-image bridge next to the existing Victoria Avenue Bridge;
- o Grade separation of the AT & SF Mainline railroad crossings at Arlington Avenue and Van Buren Boulevard (plus potentially 12 other locations);
- o Widening sections of Van Buren Boulevard, Magnolia Avenue, Central Avenue, Alessandro Boulevard, Arlington Avenue, Chicago Avenue and Victoria Avenue to six lanes; and,
- o Deletion of Rubidoux Avenue river crossing and Park Avenue extension from the General Plan.

The adopted plan also proposes an approximate doubling of bus service in the city, as well as various transportation system management projects, including:

Incentives to ride sharing, ramp metering and high-occupancy-vehicle lanes along the Riverside Freeway; and a downtown intercept parking program.

riv.13



CITY OF RIVERSIDE

GENERAL PLAN

(1984 SUMMARY)

HOUSING

HOUSING ELEMENT SUMMARY

I. Introduction

The City's Housing Element was adopted in June 1981 pursuant to the 1977 State Housing Element Guidelines published by the State Department of Housing and Community Development. Chapter 1 of the Housing Element, the "Introduction", briefly outlines the scope and purpose of the Housing Element consistent with adopted State legislation and implementing guidelines. Chapter 2, "The Housing Problem", contains a detailed statistical and narrative description of housing problems in Riverside. Chapter 3, "The Housing Program", outlines a comprehensive program to help mitigate those problems in the years ahead.

II. Issues

Four major issues related to housing are identified in "The Housing Program". Following is a summary of needs and current City programs related to each of these major issues:

A. HOUSING AND NEIGHBORHOOD CONSERVATION

Summary of Needs

In assessing the physical condition of the housing stock, it is apparent that a number of seriously substandard units will need to be demolished and replaced and that an even greater number will need to be rehabilitated. Based upon data supplied by SCAG and the City's Redevelopment Agency, it was estimated as of 1980 that 6,073 substandard units existed in the City of Riverside of which 4,410 or 6.9% of the total housing stock were suitable for rehabilitation.

A majority of substandard housing is not surprisingly concentrated in older neighborhoods with new construction activity levels typically lower than found Citywide. These areas of concentrated substandard housing are generally defined by the boundaries of the Downtown Community, Eastside Community, Northside Community, Casa Blanca Community, and Census Tract 413 and a portion of Census Tract 411 within the Arlanza-La Sierra Community. While the overall proportion of substandard housing in Riverside is estimated to have decreased from 10.9% in 1978 to 9.5% in 1980, the communities with the highest concentrations of substandard housing did not benefit in a relative manner because of low levels of new construction activity within such communities.

1980 data on the age of housing stock are useful as general indicators of existing and potential housing deterioration. Approximately 22.1% of Riverside's housing stock was built prior to 1950 and is over 30 years old. Serious deterioration may be expected to occur in housing over 30 years old if maintenance and repair have not been attended to on a regular basis. Nearly one-half of the City's housing stock was built between 1950 and 1970 and, in 1980, was between 10 and 30 years old. It is critical that housing in the latter age group receive proper maintenance and repair if costly major repairs are to be later avoided.

Current Programs

Existing programs as of 1980 included:

- o Community Development Block Grant Program (CDBG): U.S. Department of Housing and Urban Development (HUD) financing to local governments for a wide variety of projects.
- o Home Rehabilitation Loan Program: The City's Redevelopment Agency makes available CDBG funds for qualifying owner occupied homes; home loans for rehabilitation at an interest rate of 3% for 20 years.
- o Senior Citizen and Handicapped Grant and Non-Interest Bearing Loans: Qualified occupying owners are allowed CDBG financed grants or loans of \$500 for rehabilitation purposes.
- o Housing Rehabilitation For The Handicapped: CDBG financed program for rehab of handicapped tenant occupied dwelling unit (up to \$3,000 per grant).
- o Redevelopment Housing Replacement: In the Casa Blanca Community, the Redevelopment Agency administers this program to temporarily relocate residents while poor quality dwelling units are demolished and replaced with a new unit which is made available to the original owner through low interest loans.
- o HUD Section 312 Loan Program: Within designated community development areas, 20 year, 3 percent interest loans are made for rehabilitation of owner occupied residences.
- o California Housing Finance Agency Program: Variety of programs available to aid low and moderate income families administered by private lenders using State funds.

- o Housing Code Enforcement: Building inspection on a complaint response basis with 90 day mandatory compliance with code.
- o Community Redevelopment: City Redevelopment Agency established to create and administer redevelopment programs in the city. Five Redevelopment Project Areas have been established.

B. HOUSING ACCESSIBILITY

Summary of Needs

Section 6458 of the State Housing Element Guidelines states that a "locality should through its housing program, seek to reduce the effects of discrimination in housing based on race, color, religion, sex, family size, marital status, national origin, ancestry or other arbitrary factors and to provide safeguards against future discrimination in housing." In so doing, it is first necessary to ascertain the extent to which various groups are affected by housing discrimination.

While patterns of housing discrimination against racial and ethnic groups, most notably blacks and hispanics, were found to exist in the middle 1960's, the situation in 1980 was difficult to accurately assess. Several studies done in the early 1970's concluded that housing discrimination against racial and ethnic groups had significantly declined during the 1960's. Even so, distinct patterns of racial and ethnic segregation currently exist in the City. It is possible that these patterns of segregation may be the result not so much of overt housing discrimination, but of the inability of minority households to afford housing other than in typically low-income communities.

More difficult to assess is the extent to which other groups may be affected by housing discrimination. This is especially so because earlier studies on housing discrimination have focused almost exclusively on ethnic and racial minorities. Information from SCAG's draft Regional Housing Element indicates at least within Los Angeles and Orange Counties a significant rate of occurrence of housing discrimination involving families with children and young singles, especially women. No such data is available for the City of Riverside; although, the agencies then responsible for receiving housing complaints reported few complaints of any type.

In the case of the physically disabled, housing discrimination is often not an intentional act, per se, but arises from an ignorance of the special needs of the

disabled exhibited in traditional housing construction practices. While housing owners are often more than willing to rent or sell to disabled individuals, the handicapped are often precluded from renting or buying available housing because of access and mobility barriers. Typically, disabled persons do not have personal financial resources sufficient to provide necessary structural modifications. The 1978 Special Census identified 252 households in Riverside with at least one wheelchair confined occupant. Additionally, a number of other households with disabled occupants for which special access and mobility considerations are necessary were identified.

As with disabled persons, a lack of accessibility to appropriate housing for students is usually not the result of intentional discrimination, but may arise from the special housing needs of the student.

Current Programs

The following is a discussion of the City's current role in promoting housing accessibility.

Reports of housing discrimination directed to the City are referred to the City's Community Relations staff. The Community Relations staff, in coordination with the City's Community Relations Commission, is often able to resolve such reports. Where they are unable to do so, reports of housing discrimination are normally referred to the Inland Counties Legal Services (ICLS). Through the ICLS, free legal services are provided to financially eligible low-income residents of Riverside and San Bernardino Counties. Representation is limited to civil practice with litigation of selected matters in a variety of fields, including housing.

Representation by ICLS is provided in both public and private housing eviction cases, particularly where there are serious, defective housing conditions, where discriminatory leasing or management practices violate statutorily and constitutionally protected civil rights, where there is illegal landlord action such as utility cutoff with the direct intent to terminate tenancy, attempted evictions after payment of rent, improper imposition of late charges, etc. Legal assistance is also extended in real property foreclosure cases, illegal property seizures by landlords, and in negotiating landlord-tenant disputes.

In cases involving discrimination against individuals on the basis of marital status, the State Fair Employment Practices Commission (FEPC) has exclusive jurisdiction.

Reports of marital status housing discrimination received by the City Community Relations Staff, the ICLS, or other agencies involved with housing, are referred to the FEPC. The FEPC is the sole State Agency involved in efforts to eliminate housing discrimination. The SCAG draft Regional Housing Element reports that Fair Housing Representatives in Los Angeles and Orange Counties have voiced discontent with the FEPC's handling of housing discrimination matters. Several suggestions relative to improving the FEPC's performance are contained in the Statewide Housing Plan and are discussed in the following section.

Through the California Housing Finance Agency (CHFA) program for home loan mortgage assistance, the City supports dispersion of low income minority areas. The interest rate for these loans as of June, 1980 was 9.0% for a maximum term of 30 years. Income eligibility limits adjusted for family size are as follows:

<u>Family Size</u>	<u>Maximum Income</u>
1-2	\$14,800
3-5	17,800
6 or More	19,200

Loans are offered through local lenders with interest rates subsidized by the CHFA. Mortgage loans are offered on a Citywide basis, thus, substantially expanding the range of housing opportunity available to low and moderate income persons.

The City has undertaken substantial effort to eliminate access and mobility barriers to disabled persons. The City has initiated a pilot program funded with 1979-80 CDBG program funds designed to rehabilitate tenant residential units for use by the handicapped. In addition, the City has been actively involved in removing architectural barriers such as curbs and steps which have in the past limited access by disabled persons to employment, shopping opportunities and public buildings. A study then in progress by disabled residents of the City was intended to establish priorities for removal of additional architectural barriers. These projects are expected to be accomplished as further CDBG funds are available. Where facilities are jointly used by City and County residents (e.g., County Hospital and County Courthouse), the City will seek matching funds from the County's CDBG program.

C. HOUSING AFFORDABILITY

Summary of Needs

In Riverside and elsewhere in California, the most pervasive housing problem is the inability by an increasing number of households to afford suitable housing.

In the period between the 1970 U.S. Census and the 1978 Special Census, the median price of an existing, single family dwelling in Riverside rose approximately 236% from \$19,000 to \$46,430. During the same period, median annual household income increased only 35.4% from \$10,650 to \$14,425. Spiraling interest rates and utility costs have further served to increase the gap between income and housing costs.

Based upon HUD housing affordability standards (i.e., no more than 25% of gross household income should be spent on housing costs), less than 30% of Riverside households in 1978 could afford the monthly mortgage payment including taxes on the median priced, existing, single-family dwelling. In 1970 over 80% of Riverside households had sufficient income to afford the then median priced existing single family dwelling.

Increasing numbers of both owners and renters find it either necessary to pay more than 25% of gross income for housing or to live in inadequately sized and/or substandard dwellings. Based upon data supplied by SCAG, 8,253 lower income households comprising 15% of the total Riverside households were in need of housing assistance in 1978. Nearly 60% of these were renter households.

Mobile homes will likely serve an increasing role in the provision of affordable housing. Nationwide, 81% of homes priced under \$35,000 were mobile homes, while virtually all dwellings under \$25,000 were mobile homes. Recent state legislation placing mobile homes on property tax rolls should help remove some of the bias against allowing mobile home development.

Current Programs

Existing programs as of 1980 included:

- o Section 8 Rental Assistance: Under this federally subsidized program, qualified families are provided a rental subsidy of the difference between the amount the family can afford (ie., 25% of the family's gross income) and the actual rental payment.

- o California Housing Finance Assistance Program: Previously discussed.
- o Mortgage Assistance Programs: Federally financed mortgage insurance programs for rehabilitation or purchase of dwelling units.
- o Section 245 Graduated Payment Mortgage: A program of federal mortgage insurance administered by private lenders usually requiring a substantial down payment, and providing for gradually increasing mortgage payments over a number of years.
- o Elimination of Processing Delays: City staff review of processing procedures with the purpose of minimizing delays.
- o Fee Structure: Established to recover only the costs incurred by the City in service provision, thereby assuring reasonability.

D. HOUSING SUPPLY AND ADEQUATE PROVISION OF SITES

Summary of Needs

The most basic housing planning problem is ensuring that sufficient units are built to adequately provide for the needs of expected new household formation, replacing those dwellings lost through normal processes of attrition and allowing for reasonable vacancy rates. In order to accomplish the above in Riverside, it was estimated that 5,810 new dwellings needed to be constructed during the period of 1980-85.

For the greater portion of the period 1980-85, the number of newly constructed dwellings will be limited by sewage treatment capacity related restrictions. Due to a surge of new home construction permits issued prior to imposition of sewage related moratoria in late 1977, the for sale vacancy rate was relatively high at the beginning of 1980. While the rate of multiple family dwelling construction did not match that for single family dwelling construction prior to sewer moratoria, nevertheless, a sufficient number of permits for multiple family dwellings were issued such that the rental vacancy rate was near the desired level of 6.0% as of January, 1980. While the for sale vacancy rate will likely remain sufficiently high through 1980, in the absence of preventive measures the rental vacancy rate will likely decline and may reach seriously low levels in 1980.

Due to sewage treatment related restrictions, only a limited amount of housing could be built in the City during several years following 1980. Thus, the City was limited in the alternative means to influence the available supply of housing. Nevertheless, the City could alleviate some of the downward pressure on the rental vacancy rate by controlling the type of new housing built (e.g. multi vs. single family housing) and the loss of existing rental units, principally through condominium conversions.

The recent trend toward conversion of existing rental units to condominiums or cooperatives for sale as ownership units may potentially compound the effects of previously mentioned new construction limitations on the declining availability of rental units. While the effects of such conversions have not been manifested in Riverside to the extent as has occurred in the Los Angeles metropolitan area and elsewhere, it is appropriate that the City should act in advance to avoid potentially adverse reductions in the supply of rental housing.

Conversion of mobile home parks to other than residential uses has been a drain on the supply of affordable housing in some jurisdictions, although, this is not a problem as yet in Riverside. Recently, San Diego County imposed a four month moratorium on the conversion of mobile home parks to any other use.

In order to provide for those units which will be built in the next several years for low and moderate income households, sufficient sites must be available for development. Unlike many cities, Riverside is in the uncommon position of having a large inventory of acreage available for residential development, and, as such, there is no need at this time to consider special strategies for locating and obtaining specific sites for low income residential use. This is true even though the recently voter approved amendment to the City's Zoning Ordinance (Proposition R) has placed a large portion of the City's vacant acreage in large lot zoning designations. It would, therefore, appear appropriate that only a generalized set of standards be developed to provide for the location of low and moderate income housing within the City. Such standards were originally presented in the first Housing Element published in 1974 and are presented in the adopted programs section of this component.

Current Programs

In 1980 the City was limited in the means available by which to influence the overall amount of housing within the City. By allocating specific numbers of available sewer permits to be used for multiple and single family

housing, the City attempted to provide an appropriate mix of types among the limited available supply of new housing. Additionally, the City reserved a specified number of sewer permits for low income housing development. Further, the City acted to regulate the conversion of existing rental apartment housing to condominium and cooperative housing in an effort to prevent an undesirable decline in the supply of rental housing.

III. Goals

The City's overall housing goal is as follows:

GOAL: The provision of a decent home in a suitable living environmental for all households and persons living within the city.

In addition, quantitative housing goals were contained in the City's 1979-82 Housing Assistance Plan (HAP). These goals are based on the Areawide Housing Opportunity Plan (AHOP) adopted by the Southern California Association of Governments (SCAG), which called for the City to assist at least 3% of the total households in need of housing assistance per year. Further, the City's housing goals relate in priority to existing housing needs as identified by SCAG. In order that these goals may be applied to the five year period covered by the Revised Housing Element, Planning Department staff extrapolated goals from the 1979-82 HAP to the period 1980-85 (See "Five Year Assistance Goals", Table).

A variety of previously described programs are to be used to accomplish the City's adopted housing goals. The relationship of these programs to specific housing goals is described in detail in the City's HAP. A number of new programs not incorporated in the City's HAP may be established subsequent to adoption of the revised Housing Element. Further housing assistance which may be provided as a result of implementation of programs not presently contained in the City's Housing Assistance Plan will serve to increase the City's actual performance in providing housing assistance beyond the adopted minimum goal of 3% per year.

FIVE YEAR ASSISTANCE GOALS
1/1/80 TO 1/1/85

Number of Lower Income Households to be Assisted

<u>A. Homeowner Housing Assistance</u>	<u>Total</u>	<u>Elderly & (Handicapped)</u>	<u>Small Families</u>	<u>Large Families</u>
1. New Construction	40	15	18	7
2. Rehabilitation	455	175	200	80
TOTAL	495	190	218	87

B. Renter Housing Assistance

1. New Rentals	347	83	202	62
2. Rehabilitation	67	17	38	12
3. Existing Rentals	492	118	287	208
TOTAL	906	218	527	282

Note: This table is based on satisfying 15% (3% per year) of the unmet housing needs as identified of the City of Riverside's Housing Assistance Plan submitted to and approved by HUD for the 1979-80 Community Development Block Grant Program.

IV. Objectives, Policies and Implementing Actions

Housing and Neighborhood Conservation

Objective:	A.	To provide sound quality housing and desirable neighborhoods City wide.
Policy:	A.1	Promote the maintenance of existing sound quality housing.
Implementing Action:	A.1.1.	A study should be initiated to determine the desirability as well as the cost and effectiveness of expanding the City's current housing code enforcement program. Measures which should be considered as part of such a study include a review of: (1) concentrated code enforcement activity; (2) occupancy inspection ordinances; and (3) voluntary housing code inspection.

- A.1.2. The City shall work with the State Franchise Tax Board in order to enforce the provisions of California Revenue and Taxation Code Section 17299 which prohibits owners of substandard housing from claiming depreciation, mortgage interest and property tax deductions on state income tax returns.

Policy:

- A.2 Promote the revitalization and rehabilitation of substandard residential structures.

Implementing
Action:

- A.2.1. A program designed to disseminate information to the community relative to the availability of public and private financial assistance programs for residential rehabilitation should be established (Many of these programs are previously described in the above sections on Existing and Alternative Housing and Neighborhood Conservation Programs).
- A.2.2. New legislation permitting property tax exemption incentives for rehabilitation of low and moderate income rental units should be supported.
- A.2.3. Federal and state assistance for providing rehabilitation grants and programs should be actively pursued.
- A.2.4. The feasibility of establishing a Home Management Training and Counseling Program as well as a Craftsman and Tool Lending Program should be determined.
- A.2.5. Current efforts to provide financial assistance to aid in rehabilitation of low and moderate income units should be continued. These programs include the Home Loan Rehabilitation Program, Senior Citizen and Disabled Household Grant and Non-Interest Bearing Loans, Redevelopment Housing Replacement, HUD Section 312 Loan Program and the CHFA Program.

Policy:

- A.3 Provide adequate public facilities and services in all neighborhoods of the City including older deteriorating neighborhoods, sound existing neighborhoods and newly developing areas.

Implementing
Action:

- A.3.1. Through the continued use of the City's Residential Development Permit (Point System) procedures, the City will assure that new residential growth is coordinated with the provision of adequate municipal services and facilities. In so doing, the City must assure that levels of service to existing neighborhoods will not diminish.

- A.3.2. The City shall take necessary steps to assure that local lenders comply with the anti-"redlining" intent of the Community Reinvestment Act (CRA) of 1977. Based upon review of the lending performances of local lending agencies, the City should review its fund deposit practices.
- A.3.3. The City shall continue to give high priority to housing related programs funded with CDBG funds.
- A.3.4. Relative to neighborhood rehabilitation efforts in CDBG Target Areas, the City shall continue to seek advice and input from the Target Area Citizen Participation Committees.

Housing Accessibilty

- Objective: B. To eliminate housing discrimination in Riverside.
- Policy: B.1 Pursue programs that will reduce the incidence of housing discrimination within the City.
- Implementing Action:
 - B.1.1. Public awareness of the City's availability for referral and mediation of housing discrimination complaints should be increased. This service is presently available from the Community Relations staff. Education of the public in regards to the availability of these services could be accomplished by such measures as informational pamphlet inserts in utility bills and press releases.
 - B.1.2. If public reaction to Implementing Action B.1.1. indicates the existence of a serious degree of housing discrimination within the City, the City Council could then proceed to consider reestablishment of the City's Fair Housing Bureau or its equivalent.
 - B.1.3. The City should advise the State Legislature of its support for suggested action in the Statewide Housing Plan which would provide for the State Fair Employment Practices Commission to provide financial assistance to nonprofit groups that promote fair housing through such means as public education, investigation of complaints, and mediation or conciliation of complaints.
- Policy: B.2 Make housing opportunities available city wide for low and moderate income households.
- Implementing Action: B.2.1. The City should continue to promote CHFA homeownership assistance loans and similar assistance programs to low and moderate income households in all areas of City.

B.2.2. In instances where households are displaced as a result of public activities, such as through the redevelopment process, the City shall continue to assist in relocating households in accordance with State law.

Objective: C. To assure adequate accessibility to appropriate housing for physically disabled residents of the City.

Policy: C.1 Promote the development and rehabilitation of housing specifically designed to satisfy the needs of the physically disabled.

Implementing Action: C.1.1. The City's program of housing rehabilitation for use by the physically disabled should be continued and expanded as additional funds become available.

C.1.2. Alternate means of promoting development of housing designed for the special needs of the physically disabled should be explored. One of the means that should be considered is inclusionary requirements for housing designed for the physically disabled in new subsidized rental developments.

C.1.3. The desirability of designating a number of sewer permits under the current sewer allocation program to be used in development of units specially designed for the physically disabled should be investigated.

Objective: D. To provide for protection of landlord and tenant rights.

Policy: D.1 Promote efforts to inform landlords and tenants of their respective housing rights.

Implementing Action: D.1.1. The State Legislature should be informed of the City's support for funding of suggested action in the Statewide Housing Plan calling for the State Department of Real Estate to publish a "truth-in-renting" pamphlet describing the rights and responsibilities of landlords and tenants and suggesting ways and resources available to resolve disputes.

Policy: D.2 Promote efforts to assist in the resolution of landlord tenant conflicts.

Implementing Action: D.2.1. The State Legislature should be informed of the City's support for suggested action in the Statewide Housing Plan calling for appropriation of funds to establish a

number of landlord tenant mediation and grievance boards to improve landlord-tenant relations through public education, mediation and conciliation of disputes and investigation of complaints.

Objective: E. To provide adequate rental apartment housing in close proximity to the City's four major educational institutions (i.e., the University of California, Riverside, California Baptist College, the La Sierra Campus of Loma Linda University and Riverside City College) in order to provide for the housing needs of the City's substantial student population.

Policy: E.1 Encourage the construction of new rental apartment units and retention of the existing rental housing stock within walking and bicycling distance (1 mile) of the City's major higher education facilities and each of the City's six major statistical areas as identified in the City's adopted Condominium Conversion Ordinance.

Implementing Action: E.1.1. Per the provisions of the City's adopted Condominium Conversion Ordinance, the City shall limit within each of six major statistical areas the number of rental apartment units converted to for sale condominium units to no more than the total number of new rental units completed in that same statistical area since July 1, 1980.

Policy: E.2 Discourage the construction of new condominium units within walking and bicycling distance (1 mile) of the City's major higher educational facilities when low rental vacancy rates exist in the area.

Housing Affordability

Objective: F. To ensure the opportunity for all households in the City to obtain affordable housing suitable to their particular needs.

Policy: F.1 Promote efforts to slow the rising costs of new and existing housing.

Implementing Action: F.1.1 The City shall inform the State and SCAG of its support for statewide and/or regional action to minimize the adverse effects of speculation on future resales of subsidized housing.

F.1.2. The City should reaffirm its present policies relative to development fee structures and permit processing procedures. As previously described, these policies are intended to provide timely processing with fees sufficient only to cover actual costs incurred by the City.

F.1.3. The City shall examine regulations and incentives to minimize monthly utility bills for residential buildings through the use of passive and active systems.

F.1.4. The City shall provide information on the energy efficiency of residential buildings through the Residential Conservation Service Program.

Policy:

F.2 Expand the range of housing opportunities available by location, price and tenure to low and moderate-income households.

Implementing
Action:

F.2.1. The City Council should direct the Planning staff to undertake a study to determine what measures could be taken to implement AB 1151. This legislation requires local jurisdictions to offer either density bonuses or other incentives to developers proposing low and moderate income housing.

F.2.2. The City shall inform the State and Federal governments of its support for increased funding of current State and Federal housing subsidy programs.

F.2.3. The City should explore alternative means of encouraging increased development of manufactured housing, including mobile home development, within the City in an effort to promote housing affordability.

F.2.4. The City shall consider passive and active solar designs in all housing construction under HCD and CHFA financing programs.

F.2.5. The City shall require an energy audit prior to approval of any home improvement loan financed through the City of Riverside.

Policy:

F.3 Expedite the development of housing affordable to low- and moderate income households.

Implementing
Action:

F.3.1. The City should amend established City processing procedures to allow preferential processing for all housing developments proposing to include a minimum proportion of units affordable to low and moderate income households. Priority processing is presently limited to CHFA projects.

Housing Supply and Adequate Provision of Sites

Objective:

G. To provide sufficient numbers of dwelling units to accommodate expected new household formation, replace that portion of the housing stock lost through normal

processes of attrition and to provide for vacancy rates, both for sale and rental, which optimally balance both economic and social considerations.

Policy: G.1 Regulate the conversion of existing rental apartment housing to condominium or cooperative housing in order to prevent a decline in the supply of rental housing. Particular emphasis shall be given to minimizing hardships created by the displacement of low and moderate income households, identified as having special needs.

Implementing Action: G.1.1. The City should continue to regulate the conversion of existing rental housing to condominium or cooperative housing as presently required by the City's Zoning Regulations.

G.1.2. Concurrent with Implementing Action G.1.1. above, the City shall continue to require all successful condominium conversion applicants to participate in a relocation assistance program for displaced tenants.

Policy: G.2 Discourage the conversion of existing mobile home developments to other than residential uses in order to maintain a valuable source of affordable housing.

Implementing Action: G.2.1. The City shall hold the necessary hearings to consider requiring the submission of a report detailing the impacts of any proposed mobile home park conversion to a nonresidential use concurrently with the filing of any discretionary permit application on the subject property. (This implementing action is based on the provisions of SB 1722.)

Policy: G.3 Provide a mix of housing types including conventional, factory-built, mobile home and apartment housing within a variety of price ranges which will ensure a variety of housing choices within the City.

Implementing Action: G.3.1. In allocating the City's remaining sewage treatment capacity, the City shall, according to need, continue to assure that a portion of available sewer permits are granted to rental multiple family and ownership type multiple family as well as single family development proposals. The allocation for rental multiple family developments shall not be less than 20% of the annual sewer allocations.

Additionally, the City shall, according to need, continue to grant a portion of these sewer permits to developments proposing development of low and moderate income housing. Further, the City should amend the current sewer permit allocation system to include provision for encouraging infill development.

- G.3.2. The City shall, in addition to and coincident with standards and criteria set forth in the zoning regulations of the City's Municipal Code, continue to apply specified project selection criteria in the review and approval process for residential development permits involving assisted low and moderate income housing projects. These project selection criteria are as follows:
- o The number of assisted units in any housing project except those for the elderly should not exceed 30% of the total.
 - o Assisted developments, except those for the elderly, should not be located closer to each other than the product of 200 feet times the number of units in the project containing the greatest number of units measured in a straight line from the nearest points or boundaries of the project. It is the intent of this standard to avoid impacting particular neighborhoods of the community with government assisted housing and to disperse such housing throughout the community. Where barriers exist between an existing and a proposed development, a reduction in distance between developments may be permitted provided the intent of this standard is met.
 - o Developments should be located in such a manner as to provide minorities or low and moderate income households opportunities for housing outside existing areas of minority or low and moderate income household concentration.
 - o Developments should be located within reasonable proximity to public facilities including convenient shopping districts or centers, public schools of adequate capacity, park and recreation facilities, and transportation and employment opportunities.
 - o No development shall be permitted which is inconsistent or nonconforming with the General Plan, any specific plan or the Zoning or Subdivision Regulations of the City of Riverside.

- o Assisted program units except those for the elderly should be scattered throughout the project site and not grouped together.
- o No assisted housing program project shall be permitted that adversely affects the environment or where surrounding environmental conditions would be detrimental to the project.

G.3.3. The City should consider the use of CDBG funds to write down site costs of small Section 8 new construction projects.

G.3.4. The City should develop criteria for reviewing the impact of converting residential property to nonresidential uses as part of the review of zoning cases or other discretionary actions.

Policy:

G.4 Support efforts at the regional, state and federal levels to stimulate housing production through actions aimed at increasing the supply of money available for housing construction.

RIV.6



CITY OF RIVERSIDE

GENERAL PLAN

(1984 SUMMARY)

**OPEN SPACE
AND
CONSERVATION**

OPEN SPACE AND CONSERVATION ELEMENTS SUMMARY

I. Introduction

The Open Space and Conservation Elements (OSCE) of the City of Riverside General Plan were prepared by Eisner and Associates in cooperation with City Staff and a Citizens Committee in 1974. Both of these elements were required by the State through legislation which passed in 1970 becoming effective in December of 1973. The Open Space Element is required through Government Code Section 65302(e) and the Conservation Element is required through Section 65302(d).

II. Issues

The original 1974 OSCE included a larger study area than is included in this summary document. The following is a summary of conditions as they existed at the time of original document preparation.

A. Climate

The precipitation in this area comes for the most part from the winter storms that move down the Pacific Coast. These storms begin early in the fall, become very heavy during winter and grow milder in the spring. A very small amount of precipitation comes in summer thunderstorms, which are most often associated with tropical air flows from west Mexico or the Gulf of Mexico.

In the last 25 years, rainfall has decreased and the last 12 to 15 years have been especially dry.

The wind system in the Riverside area is dominated either by a west wind from the ocean, which brings in cool moist air or the dry Santa Ana winds.

B. Topography

Major land forms within the study area include the Santa Ana River Valley and the surrounding granite hills. The study area includes elevations ranging from 600 feet in the Santa Ana Riverbottom (to the north of La Sierra) to over 3,000 feet in the Box Springs Mountains (north of the junction of Freeways 60 and 395).

The northwest boundary of the study area follows the Santa Ana River. The elevations of the riverbed itself range from 600 feet in the south to around 840 feet in the north.

Moving south the elevation begins to increase near Lake Mathews. A moderately hilly area, the elevations surrounding the lake range between 1,300 and 1,598 feet.

To the south and east the elevation increases to over 2,000 feet in the San Jacinto Mountains. North of the San Jacinto Mountains the elevation drops to about 1,700 feet in Mead Valley and to around 1,500 feet near the community of Edgemont.

C. Slopes

The OSCE categorized slopes into three categories: 0-14%, 15-29% and 30% plus. These three categories were utilized in determining areas for recommended preservation. High slope areas in the study area generally occur in the Box Springs Mountains vicinity and in other scattered locations.

D. Soils

Soils within the study area include five general soil types including:

- o Cajalco - Temescal - Las Posas Association
- o Cieneba - Rock Land - Fallbrook Association
- o Hanford - Tujunga - Greenfield Association
- o Monserate - Arlington - Exeter Association
- o Traver - Domino - Willows Association

Overall engineering and agricultural characteristics of these soils were analyzed to assess soil potentials and limitation for open space and conservation lands within the study area.

E. Vegetation

There are three great divisions of plant life within this area: 1) Mountain forest chaparral (on the middle slopes); 2) coastal sage scrub (on the low hills); and 3) valley grassland (on the valley floors and their gentle sloping sides). The valley grassland has been most altered by man. Within each division there are many subdivisions. Only a few are discussed herein.

Mountain Forest: Those trees in this division which are found within the study area include the Coulter Pine, Bigcone Spruce, Bigcone Douglas Fir, Canyon Oak,

California Black Oak, White Fir and Sugar, Jeffrey and Yellow Pine. In the San Jacinto and Santa Rosa Mountains lives the last population of Parry Pinyon (*Pinus Quadrifolia*).

Below these, the great sweep of chaparral takes over. The word "chaparral," of Spanish derivation, means Scrub Oak. In the west it has come to mean any expanse of tall, stiff, dense brush. This chaparral region has the richest variety of plants and animals, the most diverse and fascinating lifestyles and the most widespread and successful organisms in the study area. It is often condemned as useless brush; yet it protects the watershed and sustains wildlife and in itself contains a beauty to those that know it.

The chaparral is made up of hundreds of plant species, ranging from lichens to trees; there are hundreds of species in the shrub or bush category alone, each having its characteristic habitat and range. This division involves more diversity than the other three communities together.

The most visible of the chaparral apart from the bushes are the yuccas. The huge flowering stalks of these plants are well known. Less well known is that their main purpose is to attract a small moth, the yucca moth, which is the only insect that pollinates yucca flowers. Since the moth's larvae feed only on yucca seed pods, this is a case of mutual dependence that is unique in nature.

Coastal Sage Scrub: On moister slopes, the sagebrush and the sages (mostly black sage and white sage) spread down from the chaparral. In both the chaparral and sage scrub zones, newly cleared areas are first invaded by the deerweed and bush buckwheat. The buckwheat is probably the most widespread shrub in the study area and surrounding County of Riverside due to its aggressive and invasive abilities.

One product of the wet-season-grown-flush and summer dormancy pattern is the native gourds. There are two: the wild cucumber of the chaparral and sage scrub zones and the coyote melon or calabazillo of moist washes.

Valley Grassland: The valley grassland has almost completely disappeared in the study area due to farming and urbanization. What remains has been greatly altered. What its dominant species were, its former pattern of growth and adaptation, will never be known. Those open patches that do remain have been taken over by those species which have been introduced by man. Wheat, barley and oats; filares (a Spanish-introduced forage crop which has become the dominant flower); and the cheat grasses have become dominant.

A wealth of wild flowers remain; however, the California Poppy, Tidytops, Tarweed, Goldfields, Lupines, Owls-clover, Fiddlenecks, White Forget-Me-Nots, Phacelias, Primroses, Blue Lilies, Mariposa Lilies, Onions and many more. One of special interest is the Chia (*Salvia Coloumariae*), an annual wild sage. The seeds of this plant, along with acorns from oaks, formed the staple food of the Indians in former times. Recent investigation has shown that the Chia's seeds are among the most complete and concentrated foods known to man, being exceedingly high in protein and containing fats, carbohydrates and minerals. They are commonly sold now in Riverside County.

Vegetation - Analysis: Locating those areas which now possess concentrations of vegetation was accomplished through the use of aerial infrared photography. Plant foliage contains chlorophyll which absorbs the infrared spectrum extremely well. When photographed with infrared film, plant foliage will read as a red image which can then be easily distinguished from its surrounding environment.

The study revealed two major areas where plant communities exist: the Santa Ana River Zone and Temescal Wash. Temescal Wash is located to the west of the sphere of influence of this study, but is fed by much of the natural drainage which flows from within the sphere of influence. Also, many plant communities were found to be located in arroyos that lie within the hilly terrain to the south and east of presently urbanized Riverside.

A majority of the plant communities located within and adjacent to urbanized areas have disappeared due to either their physical destruction, pollution or through the channelization of ground waters by which they were once fed.

F. Wildlife

Reptiles: Many species of reptiles are found within the study area. These include lizards, snakes and turtles. There is significant diversification of types of lizards and snakes of particular interest. Several of the reptiles are species confined to the granite batholith (graniteland), and are thus found nowhere else except in these interior hills, southward in coastal California and the Baja, California Mountains. Such species are the Red Diamond Rattlesnakes; Orange-throated Lizard; Granite Spiny Lizard; the rarely seen Leaf-toed Gecko; and the Granite Night Lizard (the most restricted of all to the Batholith).

The Horned Toad (not a Toad) is becoming rare near settled areas, primarily because it is eaten by cats.

In the last few years, reptiles have become increasingly rare within the area. This is due to predation by tame animals, to accidents, especially driving over snakes; and, most of all, to indiscriminate collecting for pets. It is now illegal to collect these animals. The Rosy Boa has been hunted to virtual extinction along most roads in the county and other sluggish snakes and lizards are disappearing fast. Indiscriminate killing is eliminating many snakes, including the Kingsnake which eats rattlers and looks nothing like a rattler. The diet of reptiles is primarily insects and small mammals and vast numbers of insects and rodent pests are destroyed by them. Reptiles are desirable creatures from every point of view (with the partial exception of rattlers) and should be left alone.

Mammals: Mammals most commonly seen in the study area are the California Ground Squirrel, rabbits and a variety of rats and mice.

Larger mammals include the Opossum, Raccoon, Grey Fox, Bobcat or Wildcat, Coyote, Longtailed Weasel and others. The Mountain Lion, now quite rare, lives in the San Jacinto and Santa Rosa Mountains. All of these predators are now protected.

Fish: Fish are uncommon in this near-waterless area. However, trout were native to the mountains at one time and there was a steelhead run in the Santa Ana. Stocking the larger permanent streams of the mountains has kept trout populations present. From these streams the fish often wash down into the lower courses of the rivers.

In the lowlands the common fish is the tiny mosquitofish, introduced from South America because its incredible toughness and appetite make it ideal in mosquito control.

Fishing ponds have been created along the Santa Ana. These ponds and reservoirs are stocked with various fish that can stand warm, muddy water. Lake Mathews has a very large population of Threadfin Shad, introduced to feed larger fish such as Bass, also introduced, which are of interest to sport fishermen. Without such introductions, those fish native to the area (trout, suckers and catfish) would have long ago become extinct or nearly so.

There are two major groups of amphibians, the tailed (salamanders and newts) and those that as adults are tailless (frogs and toads). Both are common in this area.

Birds: There are hundreds of kinds of birds within this area. They follow the vegetation zones quite strictly and are thus discussed below in relation to plant cover.

- o Mountain Forest - The best known locally is the "Mountain Bluejay." It forages around houses and begs or steals picnic food. Other obvious birds of the mountains include the Western Tanager, Oregon Junco and the woodpeckers. There are woodpeckers of several varieties, the most obvious is the Acorn or California.
- o Chaparral - The most typical birds found in the chaparral are dull brownish gray in color. In the world of the chaparral, voice is clearly more important than looks. Common through this area is the Thrasher, for instance, which has a song like a Mockingbird, but even more musical. The Canyon Wren is one of the finest singers in California.
- o Coastal Sage Scrub - This area has a few of the chaparral birds and a few of its own species: the Rufous-crowned Sparrow; the Lazubi Bunting; the Costa's Hummingbird (either around washes or around foothill homes) and the Rock Wren.
- o Valley Grassland - Common to this area is the Brewer's Blackbird, the Starling and the Western Meadowlark. In the winter the grassland gets a number of birds from farther north: ranging from the Mountain Bluebird to the Farruginous Hawk, one of the rarest, most beautiful and most useful of hawks. It lives on gophers, ground squirrels and other rodents, and should be protected.
- o Wetlands - The marsh areas have now been so reduced that few birds except Redwinged Blackbirds nest in them now. When marsh areas were more extensive, White-faced Glossy Ibis, Yellow-headed Blackbirds and many kinds of ducks bred there. Most are now gone, though a few Mallard, Ruddy Ducks and Cinnamon Teal still breed where they can find ponds.

The riverbottom forest has species of its own. The Red-shouldered Hawk is now rare in the West due to clearing of this habitat. The Blue Crossbeak is even more strictly confined to large willow expanses. The Yellow-billed Cuckoo has actually been eliminated completely. The White-tailed Kite is the most beautiful and rare of all of the bottomland species.

- o Yards and Gardens - The birds that occur in yards and gardens are of those groups of birds that normally occur in both chaparral and the bushtree-grassland mixtures so characteristic of the foothills. They find the typical southern California garden, with its

dense shrubbery and variety of flowering plants, quite similar to the chaparral tree mixtures. Birds strictly limited to forest woodlands and birds confined to pure chaparral are seldom seen in gardens.

- o Birds That Range Widely - The study area is a center for birds of prey. Most impressive are the eagles. The Golden Eagle once bred widely among the low hills, but has been eliminated by human disturbance. The Golden Eagles now concentrate at Lake Mathews in winter. They hunt over low rocky hills like the Gavilan and Bernasconi Ranges. The Bald Eagle, our national bird, is a vanishing species. It has been killed by D.D.T. and other chemicals, shooting, and habitat destruction. Lake Mathews is one of the last concentrations of Bald Eagles in the southwest. The Prairie Falcon, another rare bird, also occurs at Lake Mathews in migration.

These birds need wide lonely regions and have few other places to go. For this reason alone, it is important that Lake Mathews be made a part of an area conservation-open space system in order to protect these endangered birds.

Several kinds of hawks are common to the area. The Red-tailed Hawk is often seen soaring at moderate height over the rocky hills. He lives almost exclusively on rodents and is therefore nice to have around. Other hawks are bird-eating as is the rare Prairie Falcon.

Birds of prey are now protected. Their usefulness in keeping down rodents and other pests is recognized, as well as their beauty. However, they are now so depleted here that they probably do not have much effect on animal populations.

Another wide-ranging group is the family of owls. Because of vandalism and illegal wanton killing, the Burrowing Owl (which often comes out in the daytime) is common only in the most remote parts of March Air Force Base, where strict security protects them.

Crows and Ravens are also common to the study area.

Insects: A wide range of insects are common to the study area. They add to the interest and beauty of the area, and contribute importantly to maintaining the balance of nature in this diverse region.

Wildlife - Analysis: The main concern in this portion of the study has been to locate those areas where wildlife communities and endangered species are now in existence. Reports produced by the Tri-County Conservation league, E.N. Anderson Jr. and others were used as background research reference.

Most wildlife communities were found to lie in areas of significant natural drainage and vegetation. Once their location had been determined, a buffer zone was delineated around these areas so as to set them from the harmful side effects of urbanization.

G. Water and Sewage Facilities

Water and sewage facilities were located in order to determine which areas were currently being served.

The extension of water and sewage facilities must take place in a manner so as not to place an unbearable financial burden on the City of Riverside or other responsible local agencies.

H. Drainage

The study area is drained by the Santa Ana River and by a series of canyons and arroyos which serve as drainage channels for runoff from the Lake Mathews and Woodcrest areas. The flow within the study area is, for the most part, in the direction of the City of Riverside where it is caught in a series of dams and check basins.

The two largest arroyos are Mockingbird Canyon and Sycamore Canyon. At the base of Sycamore Canyon lies the Canyon Crest Golf Course which acts as a flood plain area during flooding, and otherwise serves as a positive recreational use. Cajalco Canyon drains in a westward direction, out of the study area and into the Temescal Wash (a major wash which eventually reaches the Santa Ana River).

The Santa Ana River is Southern California's largest river (not including the Colorado River). It drains an area of 2,418 square miles, including drainage of the San Jacinto River, formerly connected to the Santa Ana River through Lake Elsinore. Most of the drainage area, some 2,253 square miles, lies above Prado Dam, near Corona. Of the total drainage area, 936 square miles are valley and mesa land, the rest being hilly and mountainous country. For the purposes of this study only about 20 square miles of the valley area are discussed, including the river lowlands, which flood seasonly or which can be considered flood-prone.

In the past, the Santa Ana River discharged an average of 322,000 acre-feet of water into the ocean every year. In the last 20 years this average has rarely been met. Most of the water is now taken for varied uses upstream. The limited flow, therefore, is not adequate to supply water users in the urban areas along its banks.

Much of the flow percolates into the soil, filling large underground zones that serve as natural reservoirs, supplying wells and springs. Where the Santa Ana River runs over rock, it has a permanent above-ground flow. This occurs within the City of Riverside at the railroad bridge near the City pound. The river is extremely variable, being almost waterless for certain months and subject to flooding at other times. During the record flood of March 2, 1938, the Santa Ana carried, in one day, enough water to sustain a sizable city for a year.

Drainage - Analysis: The area of drainage may be viewed on two different levels, that which man produces through urbanization (water runoff created while washing the car or watering the lawn) and that which is produced by the natural climatic zone of an area (water runoff created by rain or melting snow).

All major natural drainage courses within the sphere of influence were located through maps which are produced by the United States Department of the Interior Geological Survey (U.S.G.S.). The location of major drainage courses was then compared to the location of existing wildlife and vegetation communities. Those major drainage courses with significant wildlife and vegetation communities were noted accordingly in order to help preserve them. As could be expected, most of the natural water courses were located in the wilderness areas located to the south and east of the urbanized portions of Riverside.

Through proper planning and design the City of Riverside will be able to achieve an effective system of natural and man-made drainage. Precipitation and other forms of runoff should be allowed to percolate into the ground in those areas set aside for natural open space. This type of system would help lower the burden that will be placed on the existing sewage facilities within urbanized Riverside as developments occur on the surrounding hills.

III. Goals and Objectives

Within the original OSCE there are no clearly specified City goals or objectives.

IV. Policies and Implementing Actions

Conservation

Policy: A.1. Limit the extent and intensity of uses and development in unstable soil areas, steep terrain, stream and river beds, arroyos and other critical environmental or hazardous areas through strengthening of zoning and subdivision ordinances.

Implementing Action: A.1.1. An arroyo plan should be developed which defines and inventories the arroyos in the City, which proposes techniques for their preservation, and which includes "arroyo preservation zoning."

A.1.2. Regulations should be developed for the control of the prominent ridges, slopes and hilltops within the City.

A.1.3. City Council should strongly support and work with the County in acquiring Box Springs Mountain.

Policy: B.1. Protect natural watersheds, natural drainage beds and water recharge areas to assure maximum recovery of local water and the preservation of plant and animal life by adoption of strengthened water course and flood plain zoning.

Implementing Action: B.1.1. The City Council should strongly encourage the County Flood Control District to work closely with the City Planning Department to develop plans for multiple use of land under the District's jurisdiction.

Policy: C.1. Designate wildlife refuge areas necessary to provide a habitat for native fish, fowl and animals and adopt regulations to protect these resources.

Policy: D.1. Protect natural resource areas from encroachment by incompatible uses through adoption of a Natural Resource Zone.

Open Space

Policy: E.1. Continue working closely with school authorities in the development, maintenance and joint operation of local recreational and park areas.

Implementing Action: E.1.1. Continued close working relationships between the City and local school authorities should provide for open spaces that are part of the school campuses available for recreational use on an every day basis. While these spaces may seem small in terms of the City's

overall deficiency in local recreational areas, they can satisfy some of the needs where other recreational facilities are absent and where securing such area would involve the removal of residential uses and relocation of the people who occupy them.

Policy: F.1. Adopt new or amended sections to the Subdivision Ordinance to provide for dedication of areas for linkages, schools, parks, etc.

Implementing
Action:

F.1.1. The Gage Canal right-of-way should be improved for a bicycle, bridle and/or pedestrian trail system.

F.1.2. Mockingbird Canyon Lake should be developed as a park site.

F.1.3. The City should work very closely with the County Parks Department in its Open Space Program to insure that each development represents a logical step toward attaining the goals for the entire planning area. The City, in conjunction with the County, should develop a trail system which effectively links open space components.

Policy: G.1. Protect valuable agricultural land against premature subdivision by adopting agricultural zoning and encouraging use of the Williamson Act.

Implementing
Action:

G.1.1. Utilization of the Williamson Act and/or other techniques for the preservation of open space should be encouraged.

Policy: H.1. Preserve all sites of known historical, archaeological and cultural values by requiring specific plans for all development in these areas.

Open Space and Conservation

Policy: I.1. Effectively control the grading of land to prevent erosion, slides and other land failure problems by adoption of an effective grading ordinance.

Policy: J.1. Bring all of the various ordinances of the City into conformity with the policies and recommendations of the Open Space and Conservation Elements of the General Plan.

Policy: K.1. Adopt new or amended sections to the Zoning Ordinance to provide for the regulation of uses in critical areas, including the areas subject to excessive airplane noise.

Policy: L.1. Require that the Open Space and Conservation Elements be used as basic reference materials in the preparation of Environmental Impact assessments and reports.

Policy: M.1. Guide development to areas where services and facilities already exist and are underused. Adopt policies related to orderly and efficient extension of utilities and services.

Policy: N.1. Restore depleted natural resource extraction sites for alternate open space uses by developing standards for excavation in resource areas.

Policy: O.1. Pursue positive action programs in cooperation with Federal, State, Regional, County and special district programs to implement Conservation and Open Space Plans and Policies.

Policy: P.1. Periodically review and refine the Open Space and Conservation Plans to improve their contents and effectiveness in guiding sound development programs and policies.

Implementing Action: P.1.1. The concerns of the Citizen's Open Space Committee should be continued either through delegation of its work to the Environmental Protection Commission or through establishment of a permanent Open Space Commission.

Policy: Q.1. Acquire the following properties to implement the Open Space Plan, as prioritized below:

1a. Mockingbird Park

1b. Neighborhood and Community Parks

2a. Linkages - such as hiking and bicycle trails, scenic corridors and canals

2b. Portions of arroyos where other implementation/preservation techniques are not available or appropriate.

3. Sycamore Park

4. Hole Lake and environs

V. Open Space and Conservation Plan

This 1984 Summary includes no separate open space and conservation map. Lands proposed for these uses are included on the Land Use Plan which is part of the Land Use Element Summary of this document. The criteria used for selecting open space and conservation lands follows:

A. Open Space

The Open Space Plan has been derived from a series of studies prepared following considerable research on the various elements of the structure and use of the land within the Riverside study area. The physical analysis was drawn from a detailed evaluation of the environmental elements including:

- o Topography
- o Archaeology
- o Drainage and flood control
- o Soils conditions
- o Rivers
- o Noise impact
- o Historical sites
- o Seismic data
- o Vegetation
- o Geology
- o Wildlife habitat
- o Use areas, varying from urban to rural to agriculture.
- o Existing open spaces
- o Highways and transportation
- o Public utilities and facilities (existing and proposed)

In addition, information on the social-economic structure of the area and its growth patterns, directions and intensity and motivations were evaluated.

B. Conservation

The Conservation Plan map identifies two levels of priority conservation areas which are described in the text as follows:

- o Priority I Conservation Areas --
Land areas of prime agricultural soils, unstable soils and/or slopes 30% or over.
- o Priority II Conservation Areas --
Land areas of good agricultural soil, poor soil, poor soil stability and/or slopes 15-29%.

Problems Associated With Development in Conservation Areas

Urban development within Priority I areas may cause potential adverse environmental impacts such as those cited below:

- o Destruction of valuable and irreplaceable agricultural lands.
- o Excessive loading of potentially unstable terrain.
- o Introduction of increased water saturation through urban habitation, thereby potentially causing earth slippage.
- o Excessive grading in order to develop slope areas.
- o Erosion problems through depletion of natural vegetation and unnatural cutting and filling of unsuitable grades.

Priority II conservation areas possess the same problems as Priority I conservation areas, however the problems are less acute than those cited above. The Conservation Plan map has not been included within this 1984 summary.

Riv.14



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

**SEISMIC SAFETY
AND
SAFETY**

SEISMIC SAFETY AND SAFETY ELEMENT SUMMARY

I. Introduction

The City of Riverside adopted its Seismic Safety and Safety Element (SSSE) in 1977. This element was prepared through a joint effort of the Envicom Corporation (a private consulting firm) and the City of Riverside. The State legislature included the Seismic Safety element as one of the nine mandatory elements in 1971. The Safety element, which was originally an optional element, also became mandatory in 1971. The enabling legislation requiring the inclusion of these two elements was incorporated into California Government Code as Sections 65302 (f) (seismic safety) and 65302 (i) (safety).

II. Issues

The SSSE includes a discussion of issues and existing conditions under five major categories. They are:

- Geologic Hazards
- Flooding and Dam Inundation
- Fire Hazards
- Disaster Preparedness
- Crime Prevention Through Physical Design

A brief summary of each of these items follows:

A. Geologic Hazards

The SSSE discusses the geologic hazards that are characteristic of the City and explores various means of reducing those hazards. While the emphasis is placed upon seismic hazards, attention is also focused upon non-seismic geologic hazards. The study states that the geologic and seismic setting of the City is dominated by the San Jacinto Fault to the northeast. This fault, while not directly in the City, is capable of producing stronger than normal shaking throughout a large segment of the planning area. Liquefaction is cited as another significant problem in large areas of the City where the water table is high. Settlement is also a potential hazard in the City, but is of lesser concern because it is normally a prime concern in any pre-construction soils engineering investigation. Slope instability is generally a minor concern in the City. Seiche is a potential problem in water storage tanks in hillside locations above developed areas. While no existing water tank related seiche problems have been located, future installations should be subjected to careful review.

B. Flooding and Dam Inundation

The SSSE explores potential hazards to the City of flooding from heavy rains and possible dam breakage. Using currently available information, this analysis shows that important sources of flooding could occur from Springbrook Wash, University Wash, the Santa Ana River, and, to a lesser extent, in the Tequesquite Arroyo, Woodcrest Creek and Mockingbird Creek. Dam inundation data is presented for the eight largest dams capable of affecting the City. Of these dams, only two, (Lake Mathews and Mockingbird Canyon Lake), contain water on a continuous basis. The basic finding here is that, while the failure of a dam at capacity could be disastrous, because of existing safety precautions and the fact that most of the dams are dry during most of the year, the likelihood of such an occurrence is relatively remote.

C. Fire Hazards

The SSSE concerns itself with wildland and urban fire hazards. In this study, the inland area's arid climate is cited as a significant factor contributing to the fire hazard in Riverside. This is found to be especially true in the steeper slopes of the wildland portions of the Planning area where, despite the sparse sagebrush vegetation characteristic of Riverside, fires can start and spread easily. Emphasis is placed, however, on the need to temper wildland fire prevention efforts with consideration for the need of the natural environment. The portion of the SSSE on urbanized areas evaluates several fire safety considerations related to the planning function. Included are development standards and procedures, street naming, fire flow, and fire station planning.

D. Disaster Preparedness

The SSSE includes a survey of existing disaster preparedness plans and a general discussion of essential equipment and structures needed to provide emergency services. This study points out that the City is well prepared for a disastrous occurrence based upon adopted plans and procedures. It states further, however, that there is a need to test the reliability of the equipment and structures designed for use in disaster response based upon the data and acceptable risk levels developed for this general plan element.

E. Crime Prevention Through Physical Design

The SSSE outlines various characteristics and problems of crime and explores opportunities for mitigating crime through physical design planning.

The analysis points out that crime and the fear of crime, is a serious problem facing this community, one that significantly affects the overall quality of life and results in severe individual and social costs. While high crime rates are linked to social and economic factors, the physical design features of an area can greatly affect its vulnerability to criminal attack.

In an effort to explore opportunities for discouraging crime through physical design planning, attention is focused on the relatively new concept of "Defensible Space". This planning approach revolves around the utilization of the various physical attributes that make up the urban environment; (buildings, landscaping, street furniture, and the like) to form physical and psychological barriers as deterrents to opportunistic crime. Three basic preventative elements are utilized in this approach; Territoriality, Visibility and Accessibility. These three Defensible Space elements form the basis for what is referred to as a "Security Design Approach" - a concerted effort to introduce crime safety considerations into the building and design process. The crime chapter, thus explains how this Security Design approach, when applied in conjunction with social services and criminal justice programs, can offer an important contribution to solving the problem of crime in our community.

III. Goals

The City of Riverside intends to create a secure public environment which minimizes potential social, economic, environmental and property losses and which enhances the overall quality of life in the City.

IV. Objectives, Policies and Implementing Actions

GEOLOGIC HAZARDS

Construction and Location of Structures

- | | | |
|------------|-----|--|
| Objective: | A. | To enhance the safety of the City's living environment through the consideration of geologic hazards in the construction and location of structures. |
| Policy: | A.1 | Endeavor to ensure that all future structures conform to the Uniform Building Code earthquake regulations. |

Implementing
Action:

- A.1.1. The Uniform Building Code should be modified as follows:
- (1) Using the geological data provided in the Seismic Safety Element , amend Chapter 23, Section 2314, (Earthquake Regulations) maximum ground accelerations of the recommended design earthquakes. Amending Section 2314 involves revising the basic lateral force equation in the section, and requires analysis by a qualified structural engineer. The intent of the revisions is to reflect the levels of acceptable risk in this Element.
 - (2) Amend Chapter 70, Section 7006, to require soils and geological engineering investigations in areas of moderate and high landslide risk and in potential liquefaction and subsidence areas prior to the issuance of a building permit.
- A.1.2. The Land Use Element of the General Plan should be reviewed to determine needed land use changes relative to the seismic hazards identified in the SSSE.

Policy:

- A.2 Endeavor to systematically mitigate existing seismically related structural hazards.

Implementing
Action:

- A.2.1. Existing structures should be inspected for conformance with the Uniform Building Code as revised by this Element in accordance with the following priorities:
- (1) emergency service facilities (e.g. fire and police stations, hospitals)
 - (2) other critical facilities (e.g. schools, utility lines, government buildings)
 - (3) high occupancy non-critical facilities (e.g. dormitories, apartments)
 - (4) normal or limited occupancy non-critical facilities (offices, low-density residential buildings)
- A.2.2. Structures identified as not conforming to amended earthquake standards should be brought into conformance with acceptable levels of risk by various programs including, but not limited to, those aimed at structural rehabilitation, occupancy reduction, and demolition and reconstruction.

- A.2.3. The California Department of Transportation should review its facilities in the study area to locate potential seismic-related weaknesses so that necessary mitigation measures, if any, can be taken and emergency evacuation routes adjusted as needed.
- A.2.4. The Union Pacific and AT & SF Railroads should review their grade separation street crossings within the City to determine the potential impact of expected earthquakes on these facilities. Necessary mitigation measures, if any, should be taken to correct identified deficiencies and evacuation routes amended accordingly.
- A.2.5. The owners of existing dams in the City should inspect their dams using the seismic response spectra in Appendix B of the SSSE as a guideline to determine the ability of these structures to withstand earthquakes. Necessary actions should then be taken to mitigate identified weaknesses in these facilities.
- A.2.6. The Southern California Gas Company and the City's Public Utilities Department should review their facilities and distribution networks to determine the impact of potential earthquakes. Necessary actions should then be taken to avoid major power losses in the event of an earthquake.
- A.2.7. The City should institute a building strong-motion instrumentation program for buildings over four (4) stories in height.

Policy:

- A.3 Give special consideration to hazardous structures deemed to be of historical value when determining appropriate mitigation measures.

Implementing
Action:

- A.3.1. An advisory committee consisting of members of the City's Cultural Heritage Board should be formed to provide guidance in decisions regarding the necessary alteration or destruction of historical buildings to mitigate identified geologic hazards.

Policy:

- A.4 Endeavor to require site-by-site geologic engineering studies for proposed structures in areas of potential liquefaction and settlement using the ground shaking parameters presented in the SSSE.
- A.5 Permit no emergency or critical facility in an area of potential liquefaction without requiring a detailed site investigation which addresses the potential for liquefaction and settlement.

- A.6 Require site-by-site soils and geologic engineering studies for proposed developments in areas of moderate to high landslide risk to assess natural and graded slope stability. Slope stability calculations should incorporate the ground shaking parameters presented in the SSSE.

Education

- Objective: B. To educate the community as to the nature and extent of the natural hazards in the Riverside area.
- Policy: B.1 Make available pertinent information regarding earthquake safety to the general public.
- B.1.1. A publicly-oriented summary of the Seismic Safety and Safety Element should be produced including procedures for persons to follow in the event an earthquake occurs.

Flooding and Dam Inundation

- Objective: C. To enhance the safety of the City's living environment through the consideration of flooding and dam inundation hazards in the location of structures.
- Policy: C.1 Prohibit the placement of emergency facilities in the 100 year flood plain as shown in the SSSE or as later defined through future engineering studies. Critical facilities should be permitted in the 100 year flood plain only if adequate flood protection measures are taken.
- C.2 Endeavor to relocate or protect all existing emergency or critical facilities determined to be in the 100 year flood plain as shown in the SSSE or as later defined through future engineering studies.
- C.3 Encourage the continued construction of flood control facilities to protect areas threatened by inundation with an emphasis on either underground channels or facilities that give the appearance of natural water courses.
- C.4 Maintain evacuation plans for areas that would be potentially affected by flooding or dam inundation (as shown in the SSSE with special emphasis on critical and emergency facilities.

Implementing
Action:

C.4.1. The Disaster Preparedness Office should develop evacuation plans for areas shown to be potentially subject to dam inundation.

Policy:

C.5 Encourage only that development in a flood plain that represents an acceptable social and economic use of the land in relation to the hazards involved.

FIRE HAZARDS

Wildland Areas

Objective:

D. To ensure that property in or adjacent to wildland areas is reasonably protected from wildland fire hazard consistent with the maintenance of a viable natural ecology.

Policy:

D.1 Evaluate all uses locating in, or adjacent to, wildland areas. This will be the responsibility of the Fire Department both as to their vulnerability to fire and as to their potential as a source of a fire.

Implementing
Action:

D.1.1. The use of untreated shake or any other kind of combustible roof material in, or adjacent to, wildland areas should be prohibited.

Policy:

D.2 Tailor all fire prevention measures taken in wildland areas to both the aesthetic and functional needs of the natural environment.

Implementing
Action:

D.2.1. The use of fire retardant plants that are compatible with the natural flora and fauna of the Riverside area should be further explored as a fire protection tool near combustible structures especially where this can reduce or eliminate the need to denude an area of plant cover or introduce inappropriate plant species.

D.2.2. The provisions of the Uniform Fire Code that require clearance around structures in wildland areas for fire protection should be reviewed for their environmental impact and, if necessary, modified to reflect a balance between fire safety and a viable and aesthetically pleasing natural environment.

Urbanized Areas

Objective:

E. To ensure that uses within urbanized areas are planned and designed in a manner that is consistent with accepted fire safety considerations.

Policy: E.1 Endeavor to maintain ordinances, resolutions and policies related to urban development that are consistent with the requirements of acceptable fire safety.

Implementing
Action:

- E.1.1. A study should be made of the potential fire fighting problems created by existing City Zoning regulations that allow structures to be built above the level accessible by fire department ladders to determine if stricter height limitations, additional fire safety devices, or additional fire safety devices, or additional fire suppression personnel are required to negate additional hazard imposed by the structure.
- E.1.2. A study should be undertaken of private streets and drives to determine a means for dealing with the problem created by parked cars blocking access by fire trucks in emergency situations.
- E.1.3. The Master Plan Study of Fire Stations should be reviewed and updated, as necessary, to conform with recent changes in fire prevention and fighting standards.

Policy: E.2 Continue to obtain Fire Department input for all developments that require site plan or subdivision review by the Planning Department prior to hearings before official commissions or the City Council.

Implementing
Action:

- E.2.1. Specific fire safety design criteria should be developed and applied consistently in the site and subdivision design review process to encourage logical circulation patterns and to maximize emergency access to all parts of any site, subdivision, or planned residential development.
- E.2.2. Specific criteria should be developed regarding which types of developments should require Fire Department review and comment prior to the public hearing process.

Policy: E.3 Systematically mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Implementing
Action:

- E.3.1. The County of Riverside should be encouraged to submit the names of proposed streets to be established within adjacent unincorporated areas to the City Planning Department for review and comment on potential street name conflicts.

E.3.2. Existing street name conflicts should be further studied by the Fire and Planning Departments to determine where name changes are desirable to maximize public safety.

E.3.3. High priority should be given to the implementation of the Water Division's plan (Analysis of Water Demands and System Improvements for La Sierra) for upgrading the old Southwest Water Company's system in La Sierra, especially as it relates to fire flow.

DISASTER PREPAREDNESS

Objective: F. To ensure the structural and operational integrity of the City's disaster preparedness and relief system.

Policy: F.1 Mitigate deficiencies in the location or construction of the City's disaster and relief equipment and structures in accordance with the program outlined in Implementing Action A.2.1.

F.2 Subject all future disaster relief equipment and structures to careful locational and engineering scrutiny based upon the amended Building Code regulations.

Implementing Action: F.2.1. The locational and engineering integrity of existing disaster relief equipment and structures should be assessed as a first priority in the program outlined in Implementing Action A.1.1. and a program to mitigate any problems identified should be initiated.

CRIME PREVENTION THROUGH PHYSICAL DESIGN

Structural and Site Design

Objective: G. To facilitate "self-policing" by citizens, through the design of structures and complexes which maximize mutual surveillance opportunities and express territoriality and definable spheres of influence and control.

Policy: G.1 Encourage adaptive uses of defensible space through revision of zoning, subdivision and building regulations and environmental assessment practices.

Implementing Action: G.1.1. Existing City zoning and subdivision ordinances should be reviewed to ensure that building and site design standards specifically address crime prevention utilizing defensible space criteria.

G.1.2. Existing criteria for environmental impact assessment of public and private projects should be reviewed and revised to address the crime inducing/mitigating effects of a proposed project.

G.1.3. Building security ordinances of other jurisdictions should be reviewed and evaluated in order to provide guidance to broaden the provisions of the City's existing uniform building code to include minimum security standards. All effort should be made to develop such standards to meet or exceed impending State criteria and standards.

Policy:

G.2 Encourage and implement, wherever possible, utilization of defensible space design concepts in the initial design and review of design of new developments and complexes.

Implementing
Action:

G.2.1. Specific design should be established and utilized in the review of land use development. Such criteria should be periodically updated and revised, as necessary, to keep abreast of current research and implementation activity occurring in the relatively new field of crime prevention through physical design planning.

G.2.2. The Police Department should continue to be an active participant, on a review and comment basis, in the plan review process thus contributing invaluable insights into building and site vulnerabilities to criminal activity. This review period should occur prior to Planning Commission hearings on a specific project.

G.2.3. An informational packet should be prepared to increase the awareness on the part of design professionals and agencies in the private sector as to crime prevention opportunities which exist in the design and pre-construction stages of a development. Such information should include but not be limited to: design criteria and concepts, building security materials and equipment, and the like.

Policy:

G.3 Advocate and support legislative action in the adoption of building security standards for the purpose of reducing the likelihood of burglary.

G.4 Advocate and support reduction in insurance premiums and other economic incentives which will encourage community use of crime prevention measures such as building security hardware and the like.

Community and Urban Design

Objective: H. To reduce the risk and fear of crime through physical planning strategies that will reduce the opportunities for crime found in the present and future urban environment.

Policy: H.1 Utilize the concept of a security design system in the review of existing, and the development of future, General Plan elements and community plans.

Implementing Action: H.1.1. The existing General Plan elements as well as community plans should be reviewed and revised as necessary, to recognize crime-level-design and land use relationships.

Policy: H.2 Integrate the concept of defensible space in the provision of community facilities such as street lights, public walkways and the like.

H.3 Promote land use policies and regulations which encourage a mixture of compatible land uses to promote and increase the amount of surveillance available and hence increase the safety of public use areas and of pedestrian travel.

Implementing Action: H.3.1. The City's zoning ordinance should be reviewed and revised to encourage successful land use mixtures.

Policy: H.4 Systematically mitigate crime hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Implementing Action: H.4.1. A coordinated study should be undertaken, at the earliest possible time, to identify those crime sensitive areas of the City and to examine and ascertain common crime inducing physical and spatial design attributes and problems. Following identification of these areas and their needs, a security design program should be implemented to increase the safety and security of these vulnerable areas.

H.4.2. The use of defensible space concepts in the redevelopment process should be encouraged.

H.4.3. An immediate state level funding source should be advocated to realistically implement a "911" emergency telephone communications program at the local level.

Research and Promotion

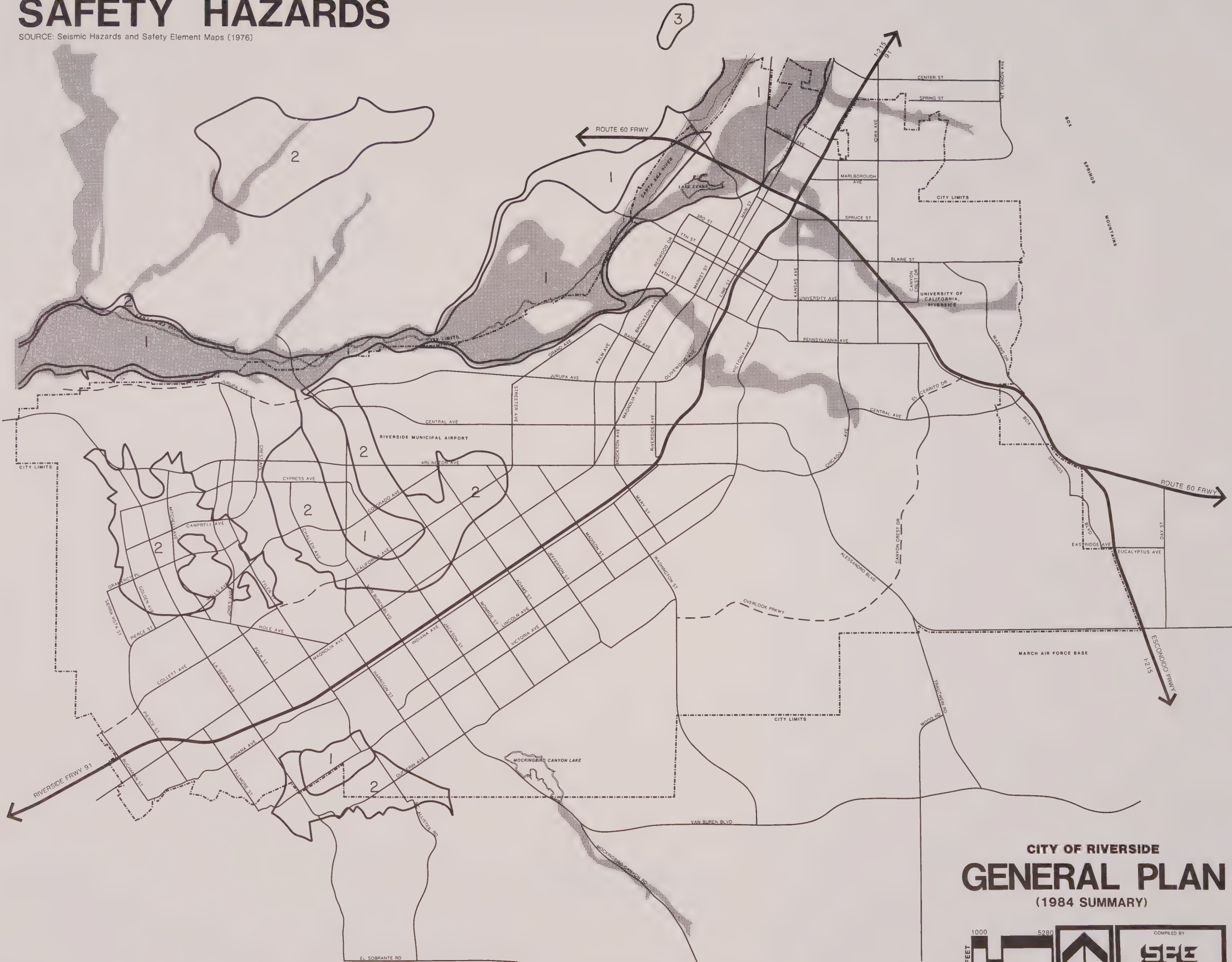
- Objective: I. To realize a safer and more secure living environment which will enhance the over-all quality of urban life through the promotion of new design concepts in the prevention of crime.
- Policy: I.1 Advocate and support area-wide efforts to accelerate the adoption of crime reduction measures incorporating physical planning techniques such as those of the Southern California Association of Governments and the California Council on Criminal Justice.
- I.2 Encourage and support continued research efforts, such as those funded by the Federal Law Enforcement Assistance Administration, to implement design/planning crime prevention strategies.
- Implementing Action: I.2.1. A proposal for a funded pilot program should be developed and submitted to demonstrate the applicability of the concept of physical design planning for crime prevention in our community. The Federal Law Enforcement Assistance Administration has awarded substantial grants for such programs in the past.

Community Involvement and Support

- Objective: J. To create and maintain a high level of community awareness and support of crime prevention through physical design efforts and to increase the awareness of each individual's responsibility toward the prevention of crime.
- Policy: J.1 Provide information concerning crime prevention through physical design and its possible benefits to a broad range of individuals, institutions and organizations.
- Implementing Action: J.1.1. An informational packet should be prepared for public distribution. Such information should not only include an over-view of defensible space concepts, but should particularly emphasize those techniques, such as lighting, landscaping, locking devices, and others, which can be utilized by individual members of our community to increase the safety and security of their living and working environments. Inclusion of such crime prevention through physical design techniques could be incorporated into existing Residential Burglary Brochures, and the like.
- Policy: J.2 Insure that the decision and policy-making bodies of the City are fully informed of the goals and recommendations concerning crime prevention through physical design.

SAFETY HAZARDS

SOURCE: Seismic Hazards and Safety Element Maps (1976)



LEGEND

- 1 LIQUEFACTION POTENTIAL MODERATELY HIGH - HIGH
- 2 LIQUEFACTION POTENTIAL MODERATE
- 3 SLOPE INSTABILITY MODERATE
- 100 YEAR FLOOD PLAIN

CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)





CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

NOISE

NOISE ELEMENT SUMMARY

I. Introduction

The City of Riverside adopted its current Noise Element in 1975. This document was prepared by the City Planning Department in response to California State Law. In 1972 the State legislature added the Noise Element as one of the nine mandatory elements to be incorporated into the General Plan of each city and county in the State. Enabling legislation requiring the inclusion of a Noise Element was incorporated into California Government Code as Section 65302 (g). The adopted Noise Element is on file with the City of Riverside Planning Department.

II. Issues

This section includes information detailing existing and anticipated conditions as included in the 1975 document. It also includes a summary of the Environmental Protection Agency recommended noise levels and a summary of the then existing and anticipated noise levels in the City of Riverside.

A. Environmental Protection Agency Recommended Noise Levels

The U.S. Environmental Protection Agency (EPA) has established recommended noise levels for various types of land uses which it believes are necessary to protect public health and welfare with an adequate margin of safety for both activity interference and hearing. In an effort to determine if community noise levels are acceptable, EPA utilizes one of two noise measurement methodologies depending on the type of land use being measured. These noise measuring techniques include the Equivalent Noise Level (Leq) methodology and the Day-Night Average Sound Level (Ldn) methodology.

The Equivalent Noise Level (Leq) methodology is a measurement of the average sound level to which an individual is exposed. It is used for measuring noise associated with land uses wherein the majority of cases only a few individuals are exposed to night time noise levels (night being defined as the hours between 10:00 p.m. and 7:00 a.m.). This would include such land uses as commercial, industrial and educational.

The second method of community noise measurement utilized by the EPA is the Day-Night Average Sound Level (Ldn) methodology. The Ldn measurement scale results from the summation of hourly Leq's over a 24-hour period utilizing

a weighted factor for nighttime exposure. This method is used for measuring noise associated with land uses where a number of people are exposed to nighttime noise levels. This would include residential and hospital land uses.

A weighted factor is applied to nighttime hours included in the Ldn measurement scale to account for the difference in the response of people in residential areas to noises that occur during sleeping hours as compared to waking hours. During nighttime, exterior background noise generally drops in level from daytime values. Further, the activity of most households decrease at night lowering the internally generated noise levels. Thus, noise events become more intrusive at night since the increase in noise levels of the event over background noise is greater than it is during the daytime. As an example, a dripping faucet during late night or early morning hours can prove to be very distracting while such would not even be noticed during daylight hours when background noise levels are much higher.

A summary of EPA's findings and recommendations by land use category follows:

1. Residential Areas - This category includes apartments, seasonal residences and mobile homes, as well as year-round single family dwellings. A quiet environment is necessary in both urban and rural residential areas in order to prevent activity interference and annoyance, and to permit the human hearing mechanism to recuperate if it is exposed to higher levels of noise during other periods of the day. EPA therefore recommends an average indoor Ldn noise level of 45 decibels (dB) so as to permit unimpaired speech communication at approximately three meters. Maintaining a 55 dB outdoor level during daytime hours will, for example, insure an indoor Ldn of approximately 40 dB with windows partly open. A 55 dB outdoor noise level is difficult to maintain in urban areas, however, as explained in other sections of this report.
2. Commercial Areas - This category includes retail and financial service facilities, offices and miscellaneous commercial services. EPA has determined that human exposure to noise in commercial areas can average up to 70dB over a 24-hour period using the Leq method of measurement while still providing an adequate margin to protect against hearing loss.

3. Industrial Areas - This category includes such facilities as manufacturing plants, warehouses, storage areas and distribution facilities where the noise exposure is intermittent. EPA has determined that noise levels associated with land uses in this category can also average up to a maximum of 70dB over a 24-hour period. For 8-hour exposures to intermittent industrial noise 75 dB is considered appropriate so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average.
4. Hospital Areas - Hospital areas are defined as the immediate neighborhood of the hospital as well as its interior. A quiet environment is obviously required because of the importance of sleep and adequate rest to the recovery of patients. The maintenance of a noise level not exceeding an Ldn level of 45 dB over a 24-hour period in the indoor hospital environment is deemed adequate to prevent activity interference and annoyance. An outdoor Ldn level of 55 dB over a 24-hour period, like that recommended by the EPA in residential areas, should be adequate to protect patients who spend some time outside as well as insuring an adequately protective indoor level.
5. Educational Areas - This category includes classrooms, auditoriums, schools in general and those grounds not used for athletics. The principal consideration in the education environment is the prevention of interference with activities, particularly speech communication. An indoor noise level not exceeding an Leq level of 45 dB is identified as adequate to facilitate thought and communication. Since formal classroom activities are occasionally conducted outside of the classroom, an outdoor Leq of 55 dB is recommended as the maximum level to prevent interference.
6. Recreational Areas - This category includes facilities where noise exposure is voluntary. Included within this classification are nightclubs, theaters, stadiums, race tracks, beaches, amusement parks and athletic fields. Since sound exposure in such is usually voluntary there is seldom any interference with the desired activity. Consequently, the chief consideration is the protection of hearing. An Leq of 70 dB is therefore identified for intermittent noise in order to prevent hearing damage.

7. Farm and Unpopulated Land - Farm and general unpopulated land includes agricultural property used for the production of crops, the keeping of livestock, wilderness areas, parks, game refuges, and other area that are set aside to provide enjoyment of the outdoors. For farm areas, the primary consideration is the protection of hearing to insure that an individual's exposure to the intermittent noise does not exceed an Leq of 70dB. Although quiet is not always of paramount importance in unpopulated areas, many individuals enjoy the special qualities of serenity and tranquility found in natural areas. At this time, EPA has found that it is not possible to identify an appropriate noise level to prevent activity interference and annoyance in unpopulated areas.

It is important to note that the noise levels outlined above for various types of land uses are levels recommended by EPA to protect against hearing damage and still provide an adequate margin of safety. Therefore, these levels should not be construed by the reader to be strict standards. In fact, existing noise levels in many communities, including Riverside, already exceed the EPA recommended levels in some instances. The purpose of the recommended levels is to provide a basis for local governments to assess the effectiveness of their noise source emission regulations, human exposure standards, land use planning, zoning and building codes to the degree which they protect the public health and welfare. In determining what regulatory actions may be necessary by local government, EPA indicates that such action should balance public health and welfare considerations with consideration of technical feasibility, economic reasonableness, the scale of time over which results can be expected, and the specific problem of enforcement.

B. Existing and Anticipated Noise Levels

During the early months of 1975, the Planning Staff gathered pertinent data on streets and freeway traffic volumes, railroad operations and local airport operations from City, County, State and Federal agencies and various other sources as a basis for identifying existing and anticipated noise contours around these facilities in the City of Riverside. Individual noise contour maps were drawn for the following; (1) major City streets having an average daily traffic volume of 10,000 or more vehicles; (2) the Riverside and Pomona/Escondido Freeways; (3) the Union Pacific, Santa Fe and Southern Pacific Railroads; and (4) the Riverside Municipal Airport and March Air Force Base.

From this data, maps were prepared including the following:

Existing 55 dBA Composite Noise Contours

Existing 60 dBA Composite Noise Contours

These maps are included in the original Noise Element and they graphically illustrate the 1975 existing noise levels.

Excluding the area identified to be impacted by noise associated with aircraft utilizing MAFB, about 25 1/2 square miles (35%) of the 71.8 square mile incorporated City of Riverside was impacted in 1975 by an existing day-night average noise level of 55 dBA or greater. This included about 5.1 square miles devoted to residential uses, 1 square mile in educational land uses, 1.4 square miles devoted to commercial and office uses, approximately .8 square miles in industrial uses, and 1.3 square miles in park or other public uses. Of the remaining 15.0 square miles impacted by noise levels exceeding 55 dBA, slightly more than 8 square miles were vacant and the remaining 7 square miles was in public rights-of-way. By including the area contained within the 65 dBA contour associated with MAFB, it becomes quite evident that more than half of the land area in the incorporated City of Riverside was impacted to some degree by noise in 1975.

In terms of City area impacted by 60 dBA noise levels or greater, it appears that approximately 20 percent of the total City area in 1975, or about 15 square miles, were impacted excluding the area impacted by operations associated with MAFB. Once 60 dBA noise contours for MAFB have been identified, it is quite possible that more than 1/3 of the total City area could be shown to be impacted by noise levels of 60 dBA or greater.

Anticipated noise levels were estimated based upon the following projected use of various transportation elements in the City of Riverside:

1. Freeway System: The California Department of Transportation (CALTRANS) estimated that the Pomona/Escondido Freeway will have an average daily traffic volume ranging between 59,000 and 100,000 vehicles over the next fifteen to twenty years, and the Riverside Freeway will have an average daily traffic volume ranging between 100,000 and 127,000 vehicles during the same period. These projections represent a doubling of existing traffic volumes.

2. Major City Streets: Projected average daily traffic volumes for major City streets exceeding 10,000 vehicle per day were taken from the adopted Circulation and Transportation Element of the General Plan. These anticipated traffic volumes have been revised and updated by a consultant to the City (1981 Barton-Aschman).
3. Railroads: The Santa Fe Railroad had about 40 operations per day in 1975, the Union Pacific Railroad had about 14 operations per day and the Southern Pacific Railroad had 2 operations per day in the City of Riverside. Both the Santa Fe and Southern Pacific Railroads anticipated no increase in operations in the foreseeable future and the Union Pacific anticipated an increase to about 16 operations per day.
4. Airports: According to a study conducted by the Graduate School of Administration at U.C.R. the Riverside Municipal Airport could expect about 657 general aviation operations per day around the year 1990, or about double the number of 1975 operations. An operation is the equivalent of one take-off or one landing.

Data concerning the actual number of present and anticipated future aircraft operations at March Air Force Base was not available in 1975. Therefore, noise contours recently released by the U.S. Air Force showing 65 dBA noise levels or greater for existing operations at MAFB were also utilized to reflect future anticipated noise levels. In addition to utilizing the above projections in determining future noise contours the following assumptions as suggested by the EPA were also incorporated. The first assumption was that the noise levels associated with the normal operations of automobiles to be produced in the future years will average 3 dB less than current models. The second assumption was that the propulsion system of trucks to be produced in the next 15 to 20 years could reasonably be expected to average from 15 to 20 dB quieter than trucks then in use. Recent studies conducted for the Environmental Protection Agency on future motor vehicle noise emissions appear to support these assumptions.

Two maps were prepared as part of the 1975 Noise Element graphically illustrating the areas of noise impact in the year 1970. These are attached to the original document and include:

Anticipated 55 dBA Composite Noise Contours

Anticipated 60 dBA Composite Noise Contours

The only map adopted by the City of Riverside was the "Anticipated 60 dBA Composite Noise Contour Map". This map is included in the envelope at the end of this Noise Element Summary. This map shows that for most major city streets, only those properties fronting such streets are impacted by noise in excess of 60 dBA.

III. Goals

Community wide noise levels should be minimized wherever possible and the effects of noise should be mitigated in order to provide a safe and healthy environment.

IV. Objectives, Policies and Implementing Actions

- | | | |
|----------------------|--------|---|
| Objective: | A. | To improve the quality of the environment through the reduction and control of noise. |
| Policy: | A.1. | Enforce existing noise regulations more vigorously. |
| Implementing Action: | A.1.1. | In order to reduce excessive automobile, truck and motorcycle noise levels within the City of Riverside in accordance with the noise standards established by the California Motor Vehicle Code it is recommended that a program be established by local law enforcement agencies to actively enforce such standards on an on-going basis. |
| Policy: | A.2. | Develop standards for maximum permissible levels and durations of noise emanating from various stationary sources and by land use category. |
| Implementing Action: | A.2.1. | Since existing locally adopted ordinances regulating noise are limited in purview and enforceability, it is recommended that maximum noise levels be established for the various land use categories and a more comprehensive ordinance be developed to regulate noise sources. This ordinance would, for example, address such noise sources as construction activity, machinery, air conditioning and home power equipment. |
| Policy: | A.3. | Review and revise other elements of the General Plan to recognize noise level - land use relationships and other pertinent matters, particularly the Land Use, Housing, Open Space and Circulation and Transportation Elements. |

Implementing
Action:

- A.3.1. Since there are currently no formally identified truck routes within the City of Riverside, it is recommended that studies be undertaken to determine appropriate truck routes and hours of use to and through residential, commercial and industrial areas of the City and based on such studies, establish routes and hours of use so as to minimize people's exposure to truck noise.

Policy:

- A.4. Coordinate the City's noise policies and programs with the Riverside County Health Department, the Riverside County Planning Department, the Southern California Association of Governments (SCAG) and other agencies.
- A.5. Review the City's own functions and activities such as construction and refuse collection to reduce noise.
- A.6. Encourage the State Department of Transportation to reduce noise from existing highway and freeway facilities and control noise through design and location of new facilities.
- A.7. Encourage and support noise research programs at the State and Federal level which will work toward the standardization of noise measurement methods used in assessing noise impact.

Objective:

- B. To obtain a high level of public awareness of the detrimental effects of noise and of each individual's responsibility toward the noise problems.

Policy:

- B.1. Maintain and promote a high and continuous level of awareness of the detrimental effects of noise.

Implementing
Action:

- B.1.1. An enlightened citizen that is aware of the detrimental impact of noise would serve as a major impetus to fully implementing the stated goals and policies of the Noise Element. It is therefore, recommended that a program involving the local school system and other appropriate groups and organizations be established whereby the public is made fully aware of the detrimental impact of noise and what they as individuals could do to minimize unnecessary noise in their own environment on a day-to-day basis.

Objective:

- C. To obtain stricter noise standards by the Federal government for machines, aircraft, vehicles, and equipment at the point of manufacture.

- Policy: C.1. Encourage and support state and federal legislation limiting noise from stationary and mobile sources.
- Objective: D. To protect the public health, safety, and welfare by noise mitigation measures and noise conscious planning.
- Policy: D.1. Avoid locating noise sensitive land uses such as hospitals, schools and homes in existing and anticipated noise impacted areas without using noise reduction techniques.
- Implementing Action: D.1.1. Although the City of Riverside has already adopted noise insulation standards for future construction, these regulations apply only to residential dwelling units located in areas presently identified to be impacted by noise levels associated with major transportation sources of 60 dBA or greater. However, to fully implement the stated policies of the Noise Element, it is recommended that the following actions be taken:
- o Broaden the provisions of the City's Noise Insulation ordinance to include residential development in areas anticipated to be impacted by noise levels of 60 dBA or greater.
 - o Investigate the desirability of establishing noise insulation standards for land uses other than residential that are impacted by excessive noise levels from transportation sources.
 - o Develop appropriate standards of noise insulation for common walls between dwelling units of all types.
- D.1.2. One of the most effective methods of reducing noise associated with ground transportation sources is to include noise considerations in street designs and/or provide a solid noise shield between the noise source and the recipient. The following recommendations are, therefore, designed to implement this particular noise reduction technique:
- o Every effort should be made to incorporate noise reduction techniques in the design of all planned major arterials indicated on the Circulation and Transportation Element of the General Plan, as well as in the design for the widening of existing arterials in areas presently or anticipated to be impacted by noise levels in excess of 60 dBA.

- o In areas presently or anticipated to be exposed to 60 dBA or greater where arterial design precludes or fails to maximize noise reduction, serious consideration should be given to providing a landscaped earthen berm and/or solid wall adjacent to major arterials as an additional noise mitigation measure a development occurs.
- o In areas adjacent to railroad rights-of-way and presently or anticipated to be exposed to 60 dBA or greater from that source, serious consideration should be given to providing an earthen berm and/or solid wall between the noise source and the recipient to insure adequate noise mitigation. Such improvements should be constructed as development occurs.

Policy: D.2. To avoid locating noise generating facilities in proximity of areas devoted to noise sensitive land uses.

Objective: E. To allocate noise mitigation costs to noise producer.


Policy: E.1. Encourage and support legislation distributing noise mitigation costs to noise producers.

Implementing Action: E.1.1. In areas anticipated to be exposed to 60dBA or more, noise criteria should be developed and incorporated into existing City review procedures for new development proposals to insure that the natural topography, screening techniques, building setbacks and floor plan arrangements have all been utilized to their greatest advantage to minimize external and internal noise levels on site.

NOISE CONTOURS

SOURCE: Anticipated 60 dBA Composite Noise Contours
Associated With Transportation Sources (1975)

LEGEND

 60 dBA NOISE CONTOUR



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)





CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

SCENIC HIGHWAYS

SCENIC HIGHWAYS ELEMENT SUMMARY

I. Introduction

The City of Riverside adopted its Scenic Highways Element in 1974. This element was prepared in conjunction with the Conservation and Open Space Elements by Simon Eisner and Associates with the aid of City Staff and members of a Citizens Committee. The requirement for a scenic highways element as one of the State mandated elements of the general plan was added to State statutes in 1971 as Government Code Section 65302 (h).

The information included in this summary document is from the original Scenic Highways Element (1974).

II. Issues

The intent of the Scenic Highways Element is to encourage the protection and enhancement of natural scenic beauty by identifying those highways which, together with the adjacent scenic corridors, require special scenic conservation treatment. There are currently no State officially designated scenic highways within the City of Riverside. There are, however, several routes within and around the City that should be considered as local scenic highways, and when treated in the same manner as State routes, they may, in time, be incorporated into the State System.

III. Goals

The City of Riverside intends to create a system of scenic corridors which will give dignity to the City and enhance, not only a pleasant living environment, but the value of all property by protecting them from decline and ultimate blighting effects.

IV. Objective, Policies and Implementing Actions

Policy:

- A.1. Promote scenic corridors through which the highway passes that have consistent historic or aesthetic value during all seasons.
- A.2. Consider highways with the following characteristics for inclusion into the system of scenic highways:
 - o State or local jurisdictional entry routes. (Portals).
 - o Predominantly utilized for recreation or vacation travel.

- o Utilized for one-day sightseeing, or study trips.
- o A part of an integrated, or semi-integrated, scenic route system that traverses varied scenic corridors for longer trips.
- o Passes through areas of extraordinary scenic value.
- o Typical or demonstrative of varied scenic factors available within the jurisdiction.

- A.3. Promote the inclusion of all principal landscape and topographical type areas within the scenic highways system.
- A.4. Consider routes of historic significance which connect places of interest even though the route is of marginal scenic value.
- A.5. Promote the establishment of general alignment and grade to fit the scenic character of the area to be traversed.

Implementing
Action:

- A.5.1. Curvilinear alignments should be stressed.
- A.5.2. The highway should fit the topography.

Policy:

- A.6. Reduce to a minimum all roadway cut and fill scars.

Implementing
Action:

- A.6.1. Cuts or fills should be eliminated wherever possible. This may be accomplished through the use of tunnels and/or bridges when necessary.
- A.6.2. All grades and landscape slopes should be flattened or contoured where they cannot be eliminated.
- A.6.3. Acquisition of wider rights of way or scenic easements should be encouraged.
 - o Access control is necessary.
 - o The elimination of outdoor advertising and unsightly development through zoning should be required.
- A.6.4. Vegetation screens should be provided for the purpose of hiding objectionable views.

- A.6.5. The use of selective clearing of vegetation should be encouraged to open up or provide views of desirable scenic qualities.
- A.6.6. The location of and/or design of structures with an intent to achieve beauty or aesthetic qualities should be encouraged.
- A.6.7. Erosion control standards should be established.
- A.6.8. Roadside parking areas and lookouts should be provided wherever scenic vistas are warranted.

Policy:

- A.7. Consider street trees, pedestrian walkways, bicycle lanes, sign regulations, lighting, noise and air quality along corridors.
- A.8. Consider a special sign ordinance for all transportation corridors on the Scenic Highways Element.
- A.9. Include a specific plan for street trees on all City streets as part of the General Plan.
- A.10. Ensure that the Capital Improvement Plan reflects the use of landscaping and tree elements at the time any designated scenic highway is proposed for improvement.

V. Specific Recommendations

A. Streets and Highways

In an automobile-oriented society, streets and highways are among the predominant elements which make up a city. Little has been done in the past to make these corridors aesthetically pleasing. The Scenic Highway Plan has combined the General Plan proposals together with detailed research and analysis to develop recommendations which are designed to create a better urban structure and maintain the character of the natural environment.

In the development of the Plan, two types of scenic streets and highways emerged, each of which require different treatment. They include:

- o In the urban structure, comprehensive landscape treatment programs should be developed on those streets and highways which currently or potentially possess distinctive scenic character. Landscape

programs will vary throughout the City, depending upon such factors as existing landscaping, right-of-way corridors, land use, community characteristics, etc. However, all programs should be developed so that a feeling of overall harmony exists throughout the entire community. In addition to landscaping, sign control plays an extremely important role, dictating that strict regulations be implemented. Also, wherever practical, existing and proposed utilities should be placed underground.

(See Landscaping Treatment on the "Scenic Highways" Exhibit)

- o In the distinctive non-urban areas, all efforts should be made to maintain the natural environment. Unlike the urban areas, man-installed landscape treatment is normally not needed. Preferable is maintenance of the present character of the land through strict sign controls and the employment of development techniques that would not in any way alter the existing pattern of the environment. The non-urban areas which are used for agriculture fall within this latter classification.

(See Rural Character Maintenance on the "Scenic Highways" Exhibit)

The following paragraphs describe the location and general treatment of all proposed scenic streets and highways.

1. Arlington-Chicago Avenue - A program of landscape treatment is proposed to be developed from 3rd Street to the western planning area boundary, with priority given to the section west of Magnolia Avenue.
2. La Sierra Avenue - As the major corridor of the La Sierra community, landscaping is proposed from the intersection with Arlington Avenue to Victoria Avenue. South of Victoria Avenue, the street loses its urban character, and therefore, the landscape program normally associated with the urban structure is not needed. A program which is consistent with its rural (agriculture) and natural character should be developed from Victoria Avenue to Cajalco Road. In the Lake Mathews area, there are locations which offer excellent vistas of the lake and surrounding environs, therefore, efforts might be made to develop the best vista points for use by visitors to the area.

3. Magnolia Avenue - Market Street - The landscape treatment program, proposed by the General Plan, includes Magnolia Avenue-Market Street from the western planning area boundary to the Santa Ana River.
4. University Avenue - This proposed "special boulevard" runs from Redwood Drive in the downtown area to the University of California, Riverside campus. The General plan indicates that the 30-foot setback creates an opportunity for landscaping with tall trees.
5. 7th Street - A landscape program is proposed for this street running from the northwestern planning area boundary to Redwood Drive.
6. Alessandro Boulevard - As a major corridor in the southeast portion of the existing city, a landscape program is proposed that would maintain the scale of this high speed thoroughfare. Landscaping is proposed to extend from Arlington Avenue to Route 395.
7. Van Buren Boulevard - In the current Circulation and Transportation Element of the General Plan, Van Buren Boulevard is proposed to be landscaped from the northern planning area boundary to Firethorn Avenue, just below the proposed city-wide park at Mockingbird Reservoir. After considerable study, it appeared desirable that the portion of Van Buren Boulevard which runs through the proposed park be planned for treatment that will maintain the character of the surrounding environment. Also, the portion of Van Buren Boulevard which runs from Firethorn Avenue to Route 395 should retain the natural character of the area.
8. Victoria Avenue - Because of the symbolic and historical importance of Victoria Avenue to the City of Riverside, much attention has already been given to for the Development of Victoria Avenue (prepared by the City Planning Department) recognize its importance and offer similar proposals. The Scenic Highways and Corridor Plan recognizes the past proposals and concurs with the findings and recommendations for landscape treatment. The landscape program should include the entire length of Victoria Avenue from Fourteenth Street to its intersection with the Riverside Water Company Canal.
9. Ransom Road - The current Circulation and Transportation Element indicates a landscape program for Ransom Road. However, after study of the proposed

corridor route, the Scenic Highways Plan recommends, wherever possible, that the natural character of the Ransom Road environs be maintained. Ransom Road extends from Arlington Avenue to Alessandro Boulevard.

10. Adams Street - This proposed "special boulevard" runs from Arlington Avenue to Jurupa Avenue. A landscape program for this street should be planned so that the urban environment through which it flows is enhanced and made more identifiable.
11. 14th - Pennsylvania Avenue - A landscape program is proposed to be developed from Mount Rubidoux on the west, through the University, and will terminate at Route 395 on the east.
12. Jurupa Avenue - This proposed route will extend between Van Buren Boulevard on the east and Etiwanda Avenue on the west, along the southerly bluff of the Santa Ana River. The landscape program for this route should complement the adjoining Santa Ana River Regional Park.
13. Cajalco Road - This scenic corridor extends from the lower portion of the western planning area boundary, past Lake Mathews, to the lower portion of the planning area boundary. From the western planning area boundary and past Lake Mathews eastward to the general location where Alexander Street intersects Cajalco Road, efforts should be made to maintain the natural features of the area. Field surveys indicate several points on the road, adjacent to Lake Mathews, which offer excellent vistas of the lake and its environs. Thus, one or two vista points might be developed. (It should be stated, however, that such development will be subject to approval by the Metropolitan Water District and must not adversely affect the delicate natural environment of which Lake Mathews is a vital part.) Eastward of Alexander Street the natural character of Cajalco Road changes to a low density urban character. Therefore, appropriate landscape treatment is recommended. (Note: This highway is not within the 1974 Summary Planning Area.)
14. El Sobrante Road - El Sobrante Road is a thoroughfare which offers a path through areas of rural and natural beauty. Therefore, this Plan recommends that it be included as a scenic corridor and that its existing features not be altered by extensive landscape

programs. El Sobrante Road extends from La Sierra Avenue to Cajalco Road and flanks Lake Mathews to the north. (Note: This highway is not within the planning area of the 1984 Summary)

15. Lake Mathews Drive - A program designed to enhance the natural environment is proposed to be implemented on Lake Mathews Drive from Cajalco Road to Santa Rosa Road-Gavilan Road. (Note: This Highway is not within the planning area of the 1984 Summary)
16. Mockingbird Canyon Road - This proposed scenic corridor extends from Van Buren Boulevard, parallel to Mockingbird Canyon, to the intersection at El Sobrante Road. Efforts should be made to preserve the quality of the natural surroundings.
17. Santa Rosa Road - Gavilan Road - This stretch of scenic corridor runs from Cajalco Road, through Harford Springs Regional Park, to the extreme lower portion of the eastern planning area boundary. Because of the ecologically important surroundings, all attempts to maintain its natural character should be made. (Note: This Highway is not within the planning area of the 1984 Summary)
18. Wood Road - The then current Circulation and Transportation Element of the General Plan recommended that the proposed extension of Wood Road, from Alessandro Boulevard to the intersection with Trautwein Road, be developed as a "special boulevard." However, after detailed studies relating to slope, drainage, vegetation, wildlife concentrations, and existing circulation patterns, it was recommended that the alignment of Wood Road be re-examined. The alignment of the proposed extension of Wood Road at that time would, in all likelihood, have caused disruptive and irreversible impact on the network of delicate natural arroyos through which the road was proposed. (Information as to the importance of natural arroyos may be found in the Open Space Plan, Conservation Plan, and related background data.) This Plan, therefore, proposed that the extension of Wood Road be realigned to the route described in the following paragraph.

From the existing termination of Wood Road (at Roberts Road) the route should be realigned to merge smoothly with Robert Road (existing) which in turn merges with Trautwein Road (existing), thereby not causing potential disruptive activities on the arroyo network, but rather uses existing right-of-ways.

Insofar as special treatment of Wood Road is concerned, the Plan recommended that the existing portion of Wood Road-Roberts Road from Van Buren Boulevard to Trautwein Road be developed with landscaping which would be beneficial to the existing low density residential and agricultural lands. Wood Road, from Van Buren Boulevard to Cajalco Road, should maintain the character of the agricultural lands through which it passes.

19. Trautwein Road - A program designed to preserve the natural and agricultural character of the Trautwein Road environs, from Alessandro Boulevard to Van Buren Boulevard, is recommended for this thoroughfare.

B. Freeways

Within the City of Riverside and the sphere of influence, the following should be landscaped to provide visual relief and a buffer for residents.

1. Riverside Freeway - The Riverside Freeway traverses the Planning Area in a northeast-southwest direction from the existing southwest city boundary to the northernmost Planning Area boundary. The current General Plan recommends that a program of landscaping be developed along specific sections of the freeway. The areas of special treatment include:
 - a. The northwest side from Strong Street to Center Street.
 - b. The southeast side from Columbia Avenue to Center Street.
 - c. The southeast side from Fillmore Street to about 1/4 mile east of Polk Street.
2. Pomona-Escondido Freeway (Route 60) - The Pomona Freeway enters the Planning Area at the northwestern boundary, intersects the Riverside Freeway (where the name changes to the Escondido Freeway), and traverses the upper part of the city to the eastern planning area boundary (at Sunnymead). As with the Riverside Freeway, this stretch of freeway should be appropriately landscaped throughout the Planning Area and ultimately become part of the State Scenic Highway Plan.

3. Route 395 - A portion of freeway, Route 395, extends from the Planning Area boundary in the southeast, through March Air Force Base, to the junction with Route 60.

A complete landscaping program is also recommended for this freeway, throughout the Planning Area. It too should ultimately become part of the State Scenic Highway System.

C. Railroad Rights-Of-Way

Within the City of Riverside and its sphere of influence, the City and railroad authorities should coordinate to develop and implement landscape and beautifications programs on all railroad rights-of-way. As with other transportation corridors, railroad landscape programs should enhance the immediate surroundings through the use of appropriate landscaping and maintenance.

D. Portals

While the actual purpose of streets, highways, freeways, and railroad rights-of-way is apparent, a portal can be described as an entrance into a specific area. (See "Scenic Highways" Exhibit)

In relation to cities and their corridors, the word "portal" is usually associated with entry signs of various types indicating city name, population, elevation, etc. However, this Plan proposes that portals be less of an informational nature and more of a change in the perceptual character of the arterial. The Scenic Highway and Corridor Plan also proposes that portals be treated in a manner which will help define individual communities within the City.

In addition to the portals as described above, the Plan recommends development of small portal parks. Currently one portal park exists in the Mount Rubidoux area adjacent of the Santa Ana River. Another portal park is proposed, by the General Plan, for the Box Springs area. Additional studies should be undertaken to determine other potential sites. For example:

1. Van Buren Boulevard, where it traverses the Santa Ana River, might offer a location for a portal park.
2. Northeast of the Riverside Freeway at Magnolia Avenue and Polk Street should also be considered as a portal park site.
3. A portion of the proposed Mockingbird Park may also provide a location for a portal park.

E. Land Use Regulations

Land Use Regulations consistent with policies of the General Plan should be in effect over the entire corridor.





1. BUILDING HEIGHTS AND SETBACKS - Heights and setbacks of structures should be regulated so as not to obstruct important views. A variety of standards may be applied in order to achieve this purpose under different conditions.
2. SCREENING - Existing or indispensable offensive land uses should be screened from view from the highway, or inconspicuously located if within a scenic corridor. Effective screening can be accomplished by proper use of planting, grading, or fencing.
3. ON-PREMISE ADVERTISING - The size, height, number, and type of on-premise signs allowed should be the minimum necessary for identification. The design, materials, color, texture, and/or location should relate to their surrounding physical environment.
4. OFF-PREMISE ADVERTISING - No off-premise outdoor advertising shall be permitted. Provision should be made for eventual elimination of existing and non-conforming structures.

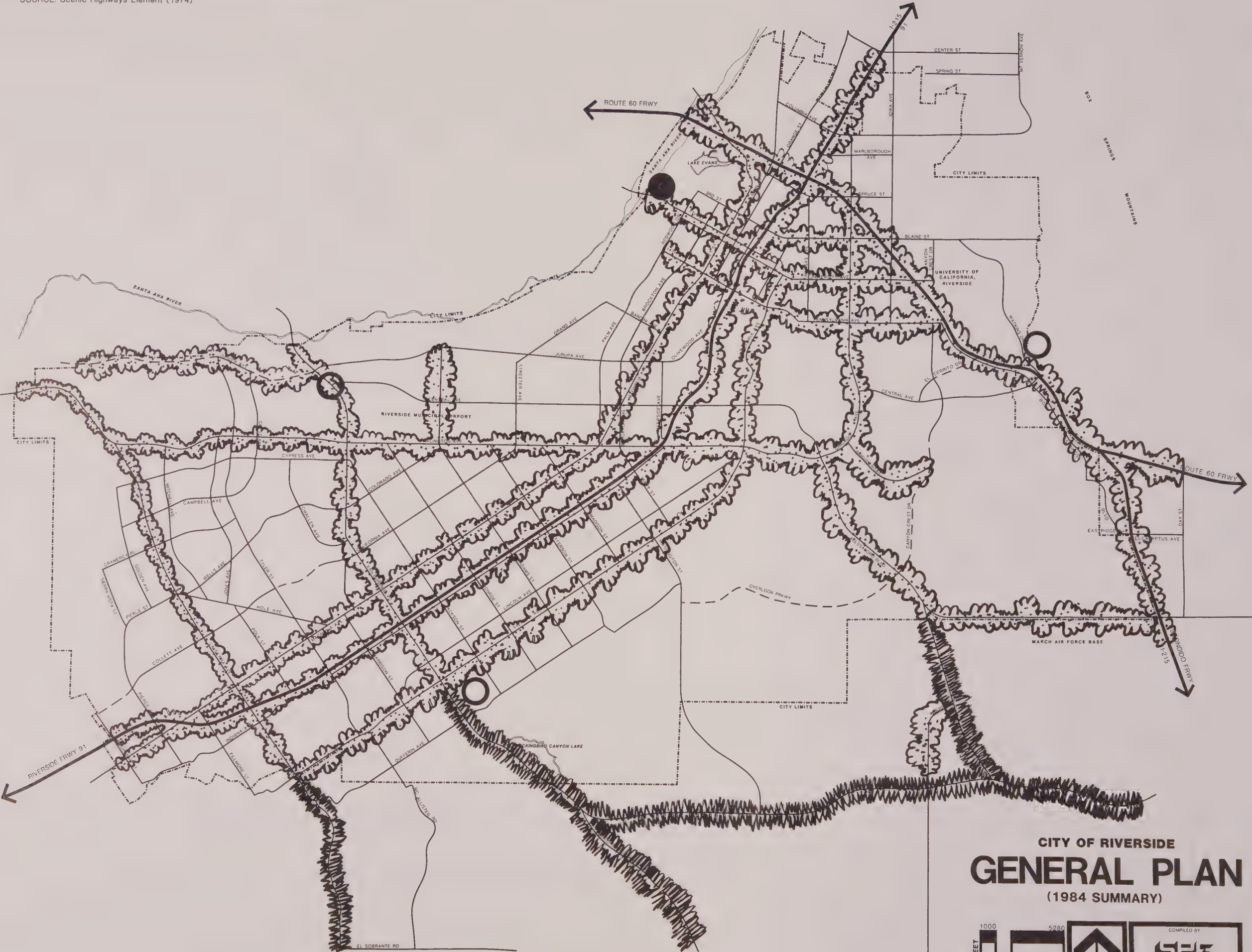
Information panels for advance notice to the motorists may be provided in public or commercial "information sites" appropriately designated. Any local innovative proposal or information panel designed for off-premise outdoor advertising, to be located within a scenic corridor involving a State highway or freeway, should be submitted to, and approved by, the State Advisory Committee.

SCENIC HIGHWAYS

SOURCE: Scenic Highways Element (1974)

LEGEND

-  LANDSCAPING TREATMENT
-  RURAL CHARACTER MAINTENANCE
-  EXISTING PORTAL PARK
-  PROPOSED PORTAL PARK



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)



COMPILED BY

SFE



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

**COMMUNITY PLANS
INTRODUCTION**

COMMUNITY PLANS INTRODUCTION

The City of Riverside is made up of many subunits which were created based upon certain shared characteristics within the subunit. These communities have individual problems and potentials unique to the individual community. Because of these unique concerns, the City has initiated the preparation of a number of Community Plans including:

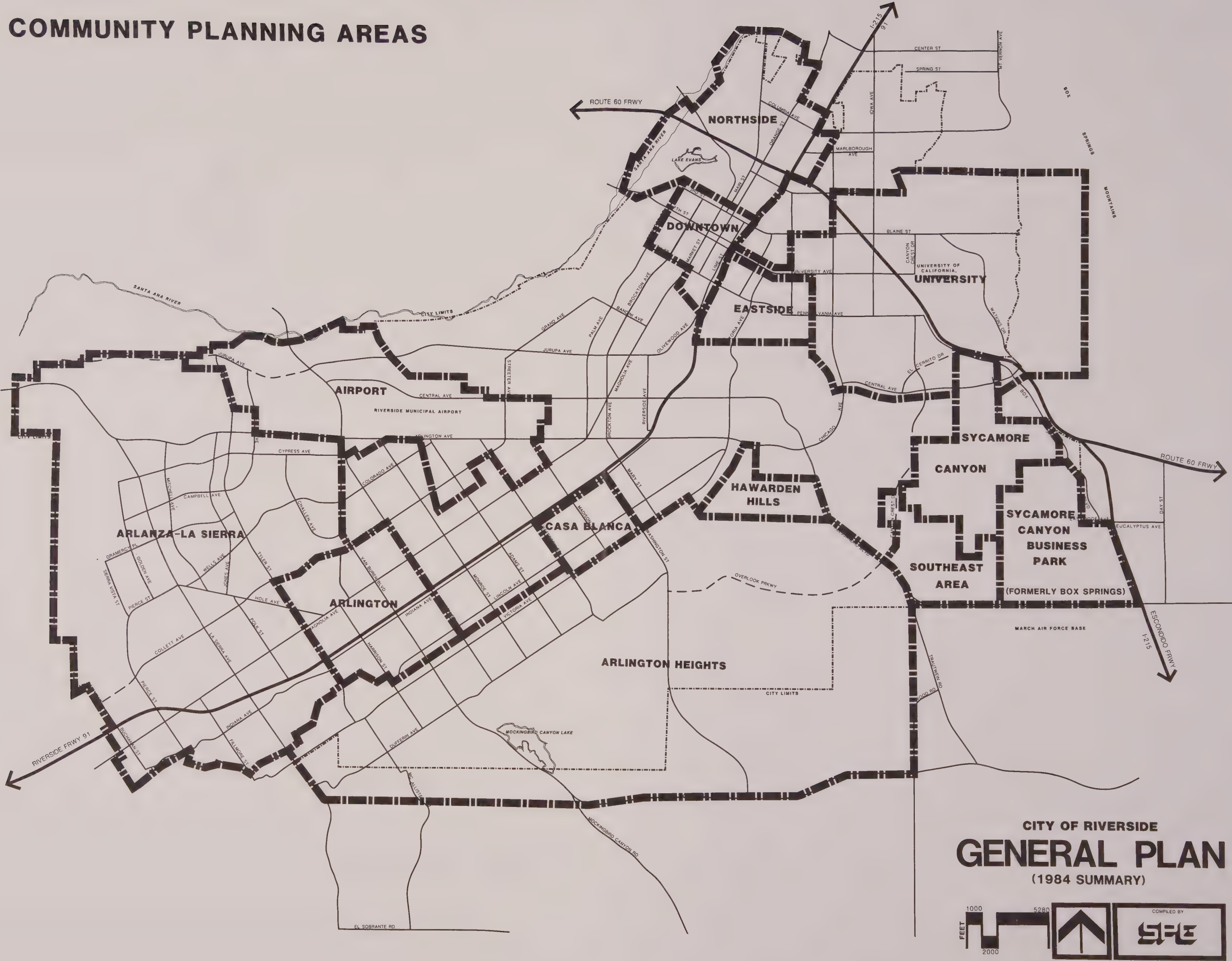
- o Arlanza-La Sierra
- o Arlington
- o Casa Blanca
- o Eastside
- o Northside

In addition to community plans, other documents have been prepared which are limited to specific areas within the City of Riverside. These include:

- o Downtown Plan
- o Downtown Historic Districts Plan
- o Victoria Avenue Development Plan
- o Arlington Heights Plan
- o Southeast Area Study
- o Hawarden Hills Study
- o Airport Master Plan
- o Sycamore Canyon Business Park Specific Plan
- o Sycamore Canyon Specific Plan

The study areas for the plans contained within this 1984 Summary are shown on the Community Plans Exhibit. The current Land Use Plan for each study area is included within the summary of the individual plans which follow this introductory section.

COMMUNITY PLANNING AREAS





CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

AIRPORT

AIRPORT MASTER PLAN SUMMARY

I. Introduction

The 1980 Airport Master Plan (AMP) for the Riverside Municipal Airport is the compilation and analysis of many studies which relate to the characteristics of the Southern California region, the City of Riverside itself, the "Airport Influence Area" and the Riverside Municipal Airport itself.

The AMP includes data from the following studies:

- o An inventory of aviation activity and airport facilities at Riverside Municipal Airport
- o Available socioeconomic data reflecting the historical, existing, and projected characteristics of Riverside, California
- o Survey of aircraft owners to determine their utilization of the airport and their ideas for its improvement
- o Aviation demand forecasts, developed from socio-economic and historical aviation activity data
- o Demand/capacity analyses to determine the ability of existing facilities to meet forecasted future demands
- o Airport facilities required to accommodate forecasted demands
- o Airport development program, including terminal area planning as well as airfield planning
- o Cost estimates by stage and a financial plan depicting revenues and costs, and their interrelationship to the Consumer Price Index (CPI)
- o A recommended land use plan and policy statement pertaining to future land use within the Airport Influence Area
- o A detailed environmental analysis on the 20-year master plan designed to meet requirements under the California Environmental Quality Act

The scope of this 1984 Summary precludes a detailed consideration of most of these AMP areas of concern. This document will include a summary of the recommended land use plan and policy statement for the Airport Influence Area.

Airport planning criteria used to define the Airport Influence Area included the 65 CNEL noise contour for the year 2000, the clear zones, and land acquisition proposals. The planning boundaries have been defined as a function of the above and have utilized prominent features such as roads, power lines, and developed properties.

II. Issues

Following is a discussion of the major issues at the time the Airport Master Plan was prepared in 1980:

A. Maintaining the Airport as a General Aviation Facility

There is no commercial commuter service at RAL. Though air passenger activity has been on a steady decline since 1969, studies of RAL's trade area indicate an increasing demand for commuter airline service. Turboprop equipment was considered to be the facilitating aircraft with amenities similar to jet-powered aircraft. As other area airports become congested and as growth pushes easterly, the potential for short-haul air service increases. This increasing demand is considered to be partially a function of a growing demand in the region and congestion at Ontario and other major area airports. Due to these conditions, the airport will continue to consider this option. Though commuter service can be expected to grow considerably during the forecast period, the well-developed commercial air carrier facilities at Ontario will continue to serve Riverside in that capacity. As such, maintenance of RAL as a general aviation facility is consistent with past and present City Council policy as well as aviation forecasts.

B. Airport Patron and General Public Health, Safety, and Welfare

Concern for the safety of airport users and those living or conducting business in the airport area has been a planning and development criteria throughout the airport's existence. This concern is reflected in the designation of "clear zones" at each end of the airport's runways, height restrictions in the approach and departure corridors, and land uses compatible with airport safety.

Zoning within the area is controlled by the City of Riverside. Zoning designations within the area predominately consist of single-family residential, residential-agricultural, and manufacturing. The airport itself is zoned Airport ("AIR") Zone. This zone is intended for aviation, industrial, service, and commercial uses related to or compatible with or convenient for airport operations.

In order to more safely secure and control land uses, it is recommended those areas of the clear zones still in private ownership become part of airport property to ensure they remain clear.

C. Current Plans Affecting Off-Airport Land Use

The City of Riverside General Plan (1969) is comprised of a text document and a land use map depicting recommended uses throughout the City through 1990. Originally there were no broad policy statements detailing off-airport land use; however, more recently a policy plan was incorporated into the General Plan Circulation and Transportation Element. Future development plans and operational procedures should be carried out in a way that will provide economic self-sufficiency for the airport. Income from airport-owned land includes revenue from leases and from airport operations. This policy helps to ensure that practices or leases are not established that might deter future airport development.

D. Land Use Management

Existing and projected land uses around Riverside Municipal Airport reveal that the airport environs do have some incompatibilities with current and projected airport operations. Measures needed to bring residential structures within compliance of the State Noise Standards around airports include soundproofing, land acquisition, and easements.

Soundproofing

Residential structures to be located within an annual CNEL contour of 60 require an acoustical analysis showing that the structure has been designed to limit intruding noise to the prescribed allowable levels. For further discussion pertaining to soundproofing, refer to Chapter 11 of the original document.

Land Acquisition

Land acquisition is the most effective means of land use control. However, it is also the most expensive in the short term. Land acquisition may be classified as a direct control.

The areas specified for land acquisition in the master plan have been detailed in Chapter 8, Airport Plans. It is not predicted at this time that additional projected areas of noise/land use conflicts will be resolved through the means of land acquisition.

Avigation Easements

Avigation easements will need to be exacted as a condition for granting any residential development privilege within the 65 CNEL contour. This brings that use within compliance of the state noise standards. Easements are agreements between the airport and private land owners whereby the "airport authority" acquires certain airspace rights. These airspace rights are generally classified as the "right of flight" over certain lands.

Avigation easements can be secured through the same means as fee simple acquisition, or can be obtained in exchange for some other government bestowed benefit such as a noise insulation grant. Avigation easements would need to be exacted in order to bring the airport and that use within compliance of the state noise standards if a variance was not allowed.

E. Year 2000 Noise and Off-Airport Land Use Planning

The degree of the noise impact is dependent on the noise sensitivity of nearby land uses, as well as the number and type of aircraft using the airport. Residential areas (homes, schools, hospitals, churches, etc.) are more noise sensitive than open spaces, farming, and certain commercial and light industrial areas. Likewise, an airport that accommodates numerous flights of jet-powered aircraft creates more of an adverse impact than one used by smaller, quieter piston-powered aircraft.

A number of methodologies have been developed to forecast the effects of airport noise. The methodology used for this master plan study is the Community Noise Equivalent Level (CNEL) which was developed by the State of California for use in the State of California Noise Standards (California Administrative Code, Title 21, Chapter 2.5, Subchapter 6). The CNEL process considers variables such as absolute noise level (dba), noise spectrum, noise spectrum, noise duration, aircraft type, mix of aircraft, number of operations (takeoffs and landings), runway utilization, flight path, and time of day. The resultant expression is a noise contour representing the noise environment around the airport.

The noise impact area wherein compatible land use actions are mandated by the California Noise Standards is represented by the 65 CNEL contour. For planning purposes around RAL this noise level is the basic criteria used in developing the Airport Influence Area boundaries. The projected noise contours (2000) indicate that portions of the 70 and 65 CNEL noise contour fall outside the future

airport boundaries. This is most prevalent west of the airport reflecting the use of Runway 9-27 as the primary airport runway. The lands impacted by the 65 CNEL contour which fall outside airport property are quantified in the Noise Analysis and Land Use Analysis sections of Chapter 11 (Original Master Plan).

The 60 CNEL contour extends well beyond the Airport Influence Area.

III. Goal

The City of Riverside shall seek to encourage the development of a modern general aviation facility with the potential for short haul service, which maximizes the safety of patrons and the general public, and is surrounded by land uses compatible with airport operations.

IV. Objectives, Policies and Implementing Actions

Maintaining the Airport as a General Aviation Facility

Objective: A. To promote the existing and future role of Riverside Municipal Airport as that of a general aviation airport, which should be developed within Federal guidelines as a Basic Transport facility, along with a secondary designation as a commuter air carrier airport. (Riverside Municipal Airport should accommodate and encourage scheduled air passenger service with nonjet aircraft for distances up to 400 miles to serve Riverside area residents and businesses.)

Policy: A.1. Subject the introduction or addition of regularly scheduled commercial air service operations to specific City Council approval. This policy is designed to prevent any deterioration of the general aviation role of the airport.

Airport Patron and General Public Health, Safety and Welfare

Objective: B. To promote development patterns that focus on providing for the safe and expeditious flow of traffic, both on the ground and in the surrounding airspace.

Policy: B.1. Maintain clear zones, as depicted on the Airport Layout Plan in association with airport runways.

Implementing

Action:

B.1.1. The clear zones are trapezoidal-shaped areas off the ends of the runways and must remain clear of all structures. To assure maintenance of clear zones, a land acquisition program should be initiated:

- o North of Jurupa Avenue and east of Doolittle Avenue for Runway 9 clear zone/approach protection and west of Doolittle Avenue to the DeAnza Channel for the same purpose

- o North of Central Avenue for Runway 16 clear zone protection

- o North and south of Arlington Avenue for Runway 34 clear zone/approach protection

Current Plans Affecting Off-Airport Land Use

Objective:

C. To encourage the development of land uses surrounding the airport which are compatible with general aviation airport operations.

Policy:

C.1. Modify or phase out where practical existing uses deemed to be seriously incompatible with airport operations.

C.2. Allow on airport-owned land, compatible nonairport-related uses where such uses provide for the overall development of the airport.

C.3. Encourage a high level of building and landscape design both on and surrounding the airport in order to promote a quality image.

Year 2000 Noise and Off-Airport Land Use Planning

Objective:

D. To encourage the compliance of existing and future land uses with California's Noise Standards.

Policy:

D.1. Classify all properties situated westerly of the Riverside Municipal Airport and anticipated to be impacted by noise levels in the 65 to 70 CNEL range in the Medium Low Density Residential land use classification (Range: Up to 8 units per acre; Average: 4.0 units per acre) with the following stipulations:

1. Dwelling unit densities at the lower end of this range shall be strongly encouraged.

2. New residential development shall not be permitted without first obtaining appropriate aviation easements.

3. New residential development is designed and located in such a fashion that natural topography, screening techniques, building setbacks, floor plan arrangements, and other relevant factors have all been utilized to the greatest extent possible in order to minimize noise impacts.

D.2. Continue to consider options such as variances, aviation easements and land acquisitions in order to comply with those areas in conflict with the California Noise Standards.

Implementing
Actions:

D.2.1. Residential structures to be located within an annual CNEL contour of 60 require an acoustical analysis showing that the structure has been designed to limit intruding noise to the prescribed allowable levels.

D.2.2. Aviation easements will need to be exacted as a condition for granting any residential development privilege within the Airport Influence Area that is contained within the 65 CNEL contour.

D.3. Require an acoustical analysis for residential structures (includes single- and multifamily residential) within an annual 60 CNEL generated by the airport in compliance with the City of Riverside's Noise Ordinance and Noise Insulation Standards of the state.

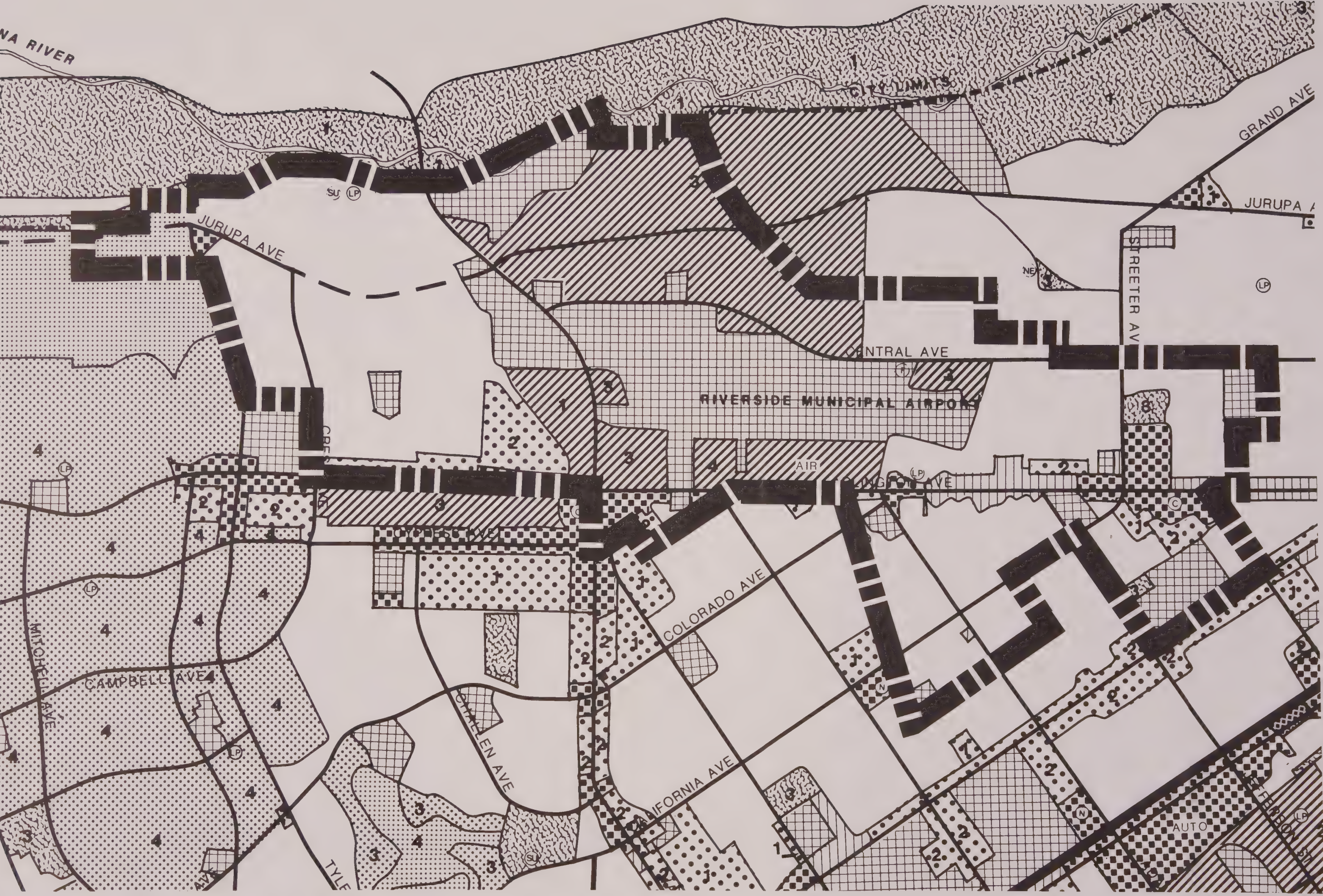
V. Land Use Plan

The 1980 AMP included recommendations for land acquisitions appropriate for airport expansion and recommended land use changes within the Airport Influence Area. This 1984 Summary includes an updated Land Use Plan indicating land use designations for the City including the Airport Influence Area.

pl-riv.17

AIRPORT

LEGEND



- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

- VERY LOW DENSITY RESIDENTIAL**
- 1. Citrus Residential 5
 - 2. Citrus Residential 2
 - 3. Very Low Density C/Open Space
 - 4. Very Low Density B
 - 5. Agricultural Residential
- VERY LOW TO LOW DENSITY RESIDENTIAL**
- 1. Very Low Density 1 acre
 - 2. Very Low Density A
 - 3. Low Density
 - 4. Semi-Rural Lifestyle
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL**
- 1. Medium High Density
 - 2. High Density
 - 3. High Density/Offices
- INDUSTRIAL**
- 1. Industrial Park
 - 2. Low Density
 - 3. High Density
 - 4. Air Industrial
- OPEN SPACE/PARKS**
- 1. Public Park
 - 2. Natural Arroyo
 - 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below:

- 1. The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community.
- 2. City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Park(way), and G - Golf Course.
- 3. Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station.

LAND USE PLAN

1" equals 2000'



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

ARLANZA-LA SIERRA

ARLANZA-LA SIERRA COMMUNITY PLAN SUMMARY

I. Introduction

The Arlanza-La Sierra Community Plan was prepared in 1978 by KXL Associates in cooperation with City Staff and a City Council appointed Citizens Committee. The community is bounded by County lands to the south and north and the city of Norco to the west. The adjacent communities of Arlington, Airport and Ramona lie to the east.

The original report was financed in part through the Department of Housing and Urban Development under Section 701 of the Housing Act of 1954, as amended.

II. Issues

This section will summarize conditions as they existed at the time of original document preparation.

A. Land Use Issues

PACE OF RESIDENTIAL DEVELOPMENT

The Arlanza/La Sierra area has been experiencing a housing boom caused by various economic and social factors outside the community itself. Since 1974 the number of new housing units sold has more than doubled each year (ECIR, p. 51). Although numbers are not available, realtors have commented that resale of housing within the community is also high. As long as relatively large vacant parcels remain, the pace of new development is not expected to slacken unless there is some fundamental change in the housing market. With rising tax assessments, many owners of large parcels have been subdividing portions of their lots. The net result of these two forces has been a rapid change in the character of the community.

SUBDIVISION OF LARGE LOTS

In the central portion of the Arlanza/La Sierra community there are many relatively large irregularly shaped lots which were at one time small ranches. For a number of reasons, not the least of which is rising property tax assessments, many of these lots are being subdivided. A typical configuration is to divide the front portion of the lot into two single family lots which are sold while retaining the rear portion with access to a street via a narrow corridor, in essence creating a "key lot" of the rear portion. Many of the blocks in the central portion of the study area are large and by encouraging individual

owners to cooperate with their neighbors, the interior of many of the blocks could be replatted to accommodate a new interior street system thereby providing direct access to all lots and establishing a much more efficient use of available land.

SEMI-RURAL LIFESTYLE

There are two distinct lifestyles in the Arlanza/La Sierra community; one focused on a semi-rural atmosphere and animal husbandry, usually horses, the other a more traditional urban/suburban lifestyle. The atmosphere and appearance of the two areas are quite different. Portions of the community where the urban/suburban lifestyle dominates usually have, for example, paved streets of adequate width with curbs and gutters, and significant areas devoted to formal landscaping. In the semi-rural areas there tend to be vacant areas left in their natural state and used for grazing; streets, although primarily paved, often lack curbs, gutters and sidewalks -- the feeling of the area is semi-rural. One of the tasks of the Arlanza/La Sierra Community Plan is to provide areas which allow both lifestyles to be expressed.

RANCHO LA SIERRA AREA

Located north of Arlington Avenue in the northwesterly portion of the community, La Sierra Ranch and adjoining lands on the north downslope adjacent to the Santa Ana River are among the last large vacant tracts in Arlanza/La Sierra. Two major forces impact the future tracts of this area: One is the fact that the land is vacant at a time when tremendous pressures for development exist, and the second is an increasing public awareness of the need for good design and environmental sensitivity. Rancho La Sierra and adjoining vacant land should be developed under a coordinated development plan rather than piecemeal. The existence of the Santa Ana River Regional park along the northern boundary of Rancho La Sierra is a significant asset to be considered in the development of any overall plan for this property.

FOOTHILLS AND RANCHO LA SIERRA RIDGELINE

The Norco Hills are a valuable visual and open space resource for the Arlanza/La Sierra community which should be preserved in their natural state as much as possible. Although the ridgeline north of Arlington Avenue is much lower in elevation, it can serve many of the same activities as the Norco Hills; in particular, the ridgeline can be a linear element in the open space system.

In order to safeguard these visual and natural resources from adverse impact due to development, it is important that development be limited to the greatest extent possible. Where development is to occur, lot sizes should be of the larger variety in order to minimize impacts.

B. Housing

A survey of housing conditions in the Arlanza-La Sierra area was undertaken by the Planning Department in 1975 categorizing dwelling units into three categories; standard, deteriorating and dilapidated.

The bulk of the housing stock was found to be adequate, falling into the standard category. For single-family dwelling units 89.3 percent were standard; for multi-family units the percentage was 87.6. Deteriorating units were 9.9 percent (875 units) for single-family residences, and 12.3 percent (249 units) for multi-family dwellings. Structures considered dilapidated were rare; 70 single-family units (0.8 percent), and 2 multi-family units (0.1 percent). It may be concluded, therefore, that rehabilitation programs could result in over 99% of the housing stock being considered adequate.

C. Commercial Development

Commercial uses now occupy less than three percent of the land in Arlanza/La Sierra even though almost seven percent of the community is designated commercial of all types on the existing General Plan. As residential growth occurs there will be an increased demand for supporting commercial activities within Arlanza/La Sierra.

At present there are three commercial centers within Arlanza/La Sierra: The larger complex focused on Tyler Mall; the two centers at the intersection of Van Buren Boulevard and Arlington Avenue; and the commercial concentration at Five Points (La Sierra Avenue and Pierce Street). Each of these commercial centers is quite different in character.

A significant portion of the commercial uses in Arlanza/La Sierra were built to standards now considered inappropriate, in terms of both allowable uses and development standards. The community plan should encourage redevelopment of less desirable commercial uses and the eventual phasing out of those uses considered inappropriate.

D. Industrial Development

Within Arlanza/La Sierra there are two existing industrial areas - one centered on Rohr Corporation in the northeast portion of the community, and a recently developed area

between the Riverside Freeway and Magnolia Avenue west of Pierce Street. The industrial area surrounding Rohr Corporation contains a variety of small, older industrial-type developments and is not expected to change significantly in the foreseeable future. A few vacant parcels exist, however, they tend to be small and inappropriately configured for modern light industrial development.

The light industrial area west of Pierce Street will continue to develop westward towards Corona, where it will meet more industrially designated land in that city. More land should be made available in the same general area to encourage similar industrial development. The most appropriate area to accommodate this anticipated expansion lies east of Pierce Street south of the Riverside Freeway to Fillmore Street.

E. Community Image

Although Arlanza/La Sierra is a part of the City of Riverside, it is, in essence, a distinct and individual community. Unfortunately, however, some of the area's uniqueness is being lost as development occurs. Despite this gradual loss of self-identity, opportunities still exist for strengthening and regaining some of Arlanza/La Sierra's distinctiveness.

Considerable opportunity exists within the Rancho La Sierra Area and the designated Semi-Rural area where more detailed planning efforts can do much to create an attractive environment for both existing and future residents of the community. In addition, if redevelopment is used as a tool for improvement in the future, a consistent design theme can be implemented as affected areas are renewed.

F. Traffic

The general flow of traffic in the area is to the southeast toward the freeway and the central city. This general pattern should remain in the future, as the newest and greatest residential development is occurring in the northwest and southwest. A major new increase in traffic flow will occur towards the Orange County direction, south and east to and from the Arlanza/La Sierra community. A significant percentage of new residents to the area still commute to Orange County as will many future citizens.

Volumes on all streets are below capacity except for peak hour congestion at some points on Magnolia Avenue and seasonal congestion on Tyler at Tyler Mall.

Route 91 experiences congestion at peak commuter hours and on some Sunday evenings. According to the California

apprehension of suspects. In some areas, the attitudes of the residents make for a hesitancy in the reporting of many crimes such as robbery, assault and smaller disturbances. This produces a delay in police response or no response at all because of citizen attitudes towards law enforcement.

Activity for the past year indicates that Arlanza is running about 30% above the city level of calls for service per capita while La Sierra has been deteriorating from a rate almost 30% below the city average to one approximating the city average. The number of calls for service in the La Sierra area has been almost doubled concurrent with the rapid development of housing.

I. Education

The major problem confronting the educational system is the rapid development. Rapid development brings social change that will affect the composition of the student population. According to the Community Survey, not only was one-half the population of Arlanza/La Sierra new to the community in the past four years, but 25% of those sample households had preschool aged children, 40% elementary aged school children and 25% had high school aged children. The trend in housing has been toward single-family dwellings in anticipation of an increasing family population which will require more facilities and educational services than is presently available. At the present time there also does not exist day care facilities to meet the needs of future residents with small children.

J. Open Space

Approximately six percent (6%) or 680 acres of undeveloped hilly land remains within the community. Much of this area is located in the westerly portion of the community known as the Norco Hills area which form a dramatic and, as yet, largely undisturbed visual backdrop to the area characterized by steep slopes and significant rock outcroppings. Arlington Mountain, situated to the south of the Riverside Freeway, although more rolling in nature, gives definition to the southerly boundary of the community and is characterized by citrus groves in the valley and lower elevations. Other important focal points within the community include Lionhead Hill and Twin Buttes and the ridgeline hills overlooking the river.

Not only, then, are these areas important visual and conservation resource areas but they also offer important open space and recreational opportunities. The Open Space Element of the City's General Plan currently proposes City and County trail systems in the Norco Hills and Arlington Mountain areas as linear forms of open space and

Department of Transportation, ramp metering of this freeway is likely in a few years. The resultant diversion of traffic will place added strain on city arterials paralleling the freeway.

Problems of a general nature include the lack of centerline striping on many collectors, incomplete obliteration of old pavement markings, and the possible need for relocation of stop lines and several intersection and lighting deficiencies on Tyler and other arterials.

Residents of Arlanza/La Sierra have expressed dissatisfaction with the aesthetic and safety problems caused by the waiver of lighting and curb-and-gutter requirements in some R-1 developments. Upgrading and maintenance of present streets to higher standards of aesthetics is indicated along with mandatory improvements of street, curb, and gutter factors in any new development of both present and future traffic flow. Concern has also, however, been expressed for the retention of semi-rural character in at least part of the community. Application of improvement requirements must balance both concerns.

G. Fire Protection

Fire protection services are provided by the City of Riverside Fire Department via two fire stations. These stations are located at Cypress near Robinson and at Five Points, La Sierra.

No major fire fighting problems exist at present in the Arlanza/La Sierra community. Smaller problems are few. Fringe areas are being served with minor lag time. Private streets are problems in some areas, being either too narrow or having difficult access routes. Access to some of the yearly brush fires in the hills has been difficult.

A program is underway to upgrade the water transmission lines to the area, thus bringing the total area well up to city fire flow standard. The present water transmission does not have adequate pressure to meet present needs in some areas.

H. Police Protection

The incidence of crime is seen largely as a function of mobility, population density and socio-economic characteristics of occupants. The extensive area of Arlanza/La Sierra makes deployment of the staff difficult. The winding roads and narrow streets hamper patrol while the current development trend of approving small fenced-in tracts compounds the problem of response time. The quick access to Freeway 91 by criminals is another factor in

recreational use. Important opportunities also exist for vista points and other open space uses in these areas. Consideration of public acquisition of open areas and linear linkages to these sites would ensure their direct availability for public use and such could be potentially accomplished through land donations by future developers as well as through direct City acquisition methods. In addition, it should be pointed out that residential development is presently occurring at the base of both the Norco Hills and Arlington Mountain. Present zoning would allow residential development which could result in substantial alteration of existing natural terrain in these areas, hence substantially impacting their present open space and visual qualities.

K. Water

The major problem facing further development is the high ground water levels which affect buildings and the need to soften the ground water and remove the existing high salt levels. The Santa Ana Watershed Project Authority is presently working on the construction of a brine pipeline to reduce salt levels, however, concern over the environmental impacts of the installation of this pipeline have slowed its progress.

L. Flora

It should be noted that Pulicaria hispanica (sunflower family), which has been found within the Santa Ana park area, is considered by local botanical authorities to be rare in that as a relatively new European import, it has only established itself in a very few areas on the West Coast. In addition, six (6) rare or endangered plant species are found in the Gavilan Hills area with a possibility that they might also be found in the study area.

M. Fauna

There are no rare or endangered species, as currently registered by the State of California, Resources Agency, of animals in the proposed study area. However, the following list of species or subspecies which have been recorded there at one time or another by observation, tracks, or habitats, have been suggested as possibly being threatened with extinction, but about which there currently is not enough information to determine their overall status:

Buteo lineatus elegans - Red-bellied, Redshouldered Hawk
Buteo regalis - Ferruginous Hawk
Falco columbarius richardsonii - Pigeon Hawk
Speotyto cunicularia hypugaea - Western Burrowing Owl
Thamnophis couchi hammondi - Two-striped Garter Snake
Dipodomys stephensi - Stephen's Kangaroo Rat

M. Archeological/Historical Sites

There are ten (10) identified archeological sites in this study area. All of the areas along the base of hills both large and small are areas of high potential. The hilly area to the south of the Santa Ana River is expected to have a large number of sites. Also, areas in the southern half of the study area are reported to have been marshy in the past and archeological sites might be expected along the margins of these areas. In view of the recent interest in Indian burial grounds and other literature documenting the need for investigation of all potential archeological sites the need for site-by-site investigation is indicated as development occurs. Where there has been no disturbance over a period of time, on-site investigations are of highest priority.

III.Goals

The City of Riverside shall seek to enhance the quality of life in Arlanza/La Sierra by providing an environment wherein both a traditional urban/suburban lifestyle and a semi-rural lifestyle which includes animal husbandry may be accommodated and nurtured.

IV. Objectives, Policies and Implementation Actions

Land Use

- | | | |
|------------|------|--|
| Objective: | A | To provide continued opportunities within Arlanza/La Sierra for a semi-rural lifestyle which includes animal husbandry. |
| Policy: | A.1. | Focus semi-rural development in the northwest portion of the community. |
| | A.2. | Discourage the creation of lots smaller than the 20,000 square foot minimum of the RL (Residential Livestock) Zone. |
| | A.3. | Encourage the application of HR (Residential Horse Ranch) zoning in areas capable of development under the "Location Criteria" established in Section 19.07 of the Municipal Code. |
| Policy: | A.4. | Apply design and improvement standards which are uniquely expressive of a semi-rural area. |

Implementing Action:	A.4.1.	A specific plan should be developed or other detailed planning programs pursued for the semi-rural area delineating equestrian trails, providing for safe equestrian road crossings, special street standards to include distinctive parkway areas, provision for horses along specified corridors, etc., and rural design standards for public and private buildings.
	A.4.2.	The Arlanza/La Sierra Plan Citizen Committee strongly recommends that Implementation Directive A.4.1. be given a high priority for institution and that, in the interim, the City should adhere to the semi-rural concepts as expressed in Policy A2.
Objective:	B.	To improve the overall quality of housing within Arlanza/La Sierra.
Policy:	B.1.	Encourage the rehabilitation of deteriorating and/or dilapidated housing units.
Implementing Action:	B.1.1.	Low interest rehabilitation loans should be facilitated or redevelopment areas created where significant concentrations of deteriorating housing have been identified.
	B.1.2.	The City should strictly enforce policies on abatement of abandoned vehicles and junk storage.
Objective:	C.	To encourage the proper redevelopment of areas changing from semi-rural to urban.
Policy:	C.1.	Discourage the creation of flag lots.
	C.2.	Encourage the further development or redevelopment of blocks as a whole rather than on a piecemeal basis.
Implementing Action:	C.2.1	The City should encourage creation of block associations which would consider and foster redevelopment of an entire block where appropriate.
	C.2.2	City staff should provide technical design support as available to individual owners and block associations who consider development or redevelopment of an entire block.
Objective:	D.	To develop Rancho La Sierra with maximum sensitivity to its unique locale and environment.
Policy:	D.1.	Encourage the development of Rancho La Sierra as a functionally integrated unit.
Implementing Action:	D.1.1.	The City of Riverside in conjunction with the owners of Rancho La Sierra should develop and adopt a specific development plan for the area.

D.1.2. The specific development plan should encourage planned residential and cluster developments to the maximum extent possible.

D.1.3. Adequate open space linkages, that is trails or easements, should be designated to provide access to the Santa Ana River Regional Park from other portions of Arlanza/La Sierra beyond the ridgeline.

Policy: D.2. The ridgeline area should be left in its natural state as much as possible.

Implementing Action: D.2.1. Acquire, through dedication, all land north of Jurupa Avenue (extended) as a wildland transition into the Santa Ana Regional Park.

Policy: D.3. The number of streets crossing the ridgeline should be minimal and should go through natural saddles and not over prominences.

Objective: E. To preserve the foothills in their natural state.

Policy: E.1. Emphasize the unique role of the hillsides in shaping the character of Arlanza/La Sierra by encouraging environmentally sensitive development.

Implementing Action: E.1.1. Slopes of 15-30% should be strongly considered for "RC" zoning and a new large lot zoning category should be established for areas with average slopes over 30% and implemented accordingly.

E.1.2. City staff should investigate the feasibility of adopting an elevation limit beyond which no development other than that associated with recreation or open space activities would be permitted.

E.1.3. In reviewing plot plans, city staff should encourage siting of buildings as far below ridgelines as possible.

Policy: E.2. Encourage the maintenance of an open space character in hillside areas. Where development is to occur, it should be tailored to natural slope conditions with minimum densities of 5 acres per unit in areas with slopes of 30% or greater and 2 acre average densities in areas of 15-30% slope with all such developments subject to the design review process.

Objective: F. To discourage the addition of commercial uses beyond that shown on the proposed Arlanza/La Sierra land use plan map.

Policy: F.1. Implement commercial development in the form of integrated centers rather than as strips of small individual uses.

- Implementing Action: F.1.1. Specific designs should be developed where feasible for commercial areas not expected to develop as Unified Centers. Such designs should show conceptual approaches to integrating landscaping, driveways and parking into functionally unified wholes.
- Policy: F.2. Discourage service commercial development along major travel corridors.
- F.3. Phase out mixed commercial strips by attrition or redevelopment.
- F.4. Encourage the creation of an amusement/recreation complex southeasterly of La Sierra and Magnolia Avenues.
- Implementing Action: F.4.1. The development of the amusement center as a unified center with pooled parking common access and circulation systems and a compatible design theme should be encouraged.
- Objective: G. To implement the industrial designations along the northerly end of Van Buren Boulevard and the westerly end of Magnolia Avenue in the most aesthetically sound manner possible.
- Policy: G.1. Development of areas designated for Industrial Park uses should be accomplished through MP (Manufacturing Park) zoning.
- Implementing Action: G.1.1. The Planning Department staff should develop a new business park industrial zone which allows commercial sales as currently provided for in the M2 (General Manufacturing) zone but with a more restricted range of permitted uses, and with design standards in keeping with the MP zone. An alternative would be to amend the current MP zone to allow business park uses under specified conditions.
- Policy: G.2. Properties not rezoned to the MP zone should be carefully reviewed for design quality via the design review process.
- Objective: H. To discourage any further reduction in the amount of land designated for industrial uses.
- Policy: H.1. Protect industrially designated land from encroachment of incompatible uses by carefully monitoring zoning and development decisions in adjacent areas.
- H.2. Oppose rezoning or development requests which would result in a reduction in industrially designated land.

Schools

- Objective: I. To ensure that sufficient properly located school sites are preserved.
- Policy: I.1. Coordinate city review of development with the Alvord Unified School District to ensure that potential school sites are not preempted by development.
- Implementing Action: I.1.1 City staff should continue their dialogue with the Alvord Unified School District and encourage joint school-park acquisition and development planning efforts.

Community Image

- Objective: J. To create a unique community image for Arlanza/La Sierra and subcommunities within Arlanza/La Sierra.
- Policy: J.1. Encourage a unique design scheme for selected entrances, corridors, public buildings and community areas throughout the community.
- Implementing Action: J.1.1. City staff should develop a community signing scheme for street corridors, public buildings and selected entrances to the community and its subcommunities.
- J.1.2. The existing community signing program should be refined to include the creation of landscaped settings for signs and possible relocations to areas where they can be most advantageously displayed.
- J.1.5. A thematic logo should be used on all public buildings in Arlanza/La Sierra.
- J.1.6. Major residential developments such as La Sierra Ranch and the semi-rural area should be uniquely identified within the overall design theme for Arlanza/La Sierra.
- Policy: J.2. Implement portal parkways at the locations shown on the land use plan map.
- Implementing Action: J.2.1. The city staff should develop revised right of way requirements for areas designated for portal parkways and should devise specific landscaping criteria for these areas.
- J.2.2. The city staff should work with Caltrans to improve freeway landscaping in the area shown as an entrance corridor along the Riverside Freeway.

Circulation and Transportation

- Objective: K. To ensure that present and future circulation and transportation facilities are adequate to serve the needs of all segments of the community study area population.
- Policy: K.1. Accomplish the completion of proposed street improvement in the Capital Improvement Program and expand it to accommodate future growth patterns.
- Implementing Action: K.1.1. The planned California and Jurupa Avenue extensions should be completed.
- K.1.2. Van Buren Boulevard from California to Philbin Avenues should be widened and realigned.
- K.1.3. La Sierra Avenue from Hole to Arlington Avenues should be widened and improved.
- K.1.4. Tyler Street from Hole Avenue to Arlington Avenue should be widened and improved.
- K.1.5. Land should be acquired and Magnolia Avenue from Tyler Street to the City limits should be completely improved.
- K.1.6. Wells Avenue from Crest Street to Hole Avenue and Jones Avenue from Wells to Hole Avenue should be widened and improved.
- K.1.7. Prompt signalization of the Pierce Street/Magnolia Avenue intersection should be encouraged.
- K.1.8. The jog and barricade from the westbound Riverside Freeway off-ramp at Pierce Street should be eliminated.
- K.1.9. Cypress Avenue should be down graded to a 2-lane collector.
- K.1.10. Full street improvements should be required uniformly in areas designated for urban development. In the Semi-Rural area carefully analyze the nature of proposed developments and specific locational street improvements.
- Policy: K.2. Install curbs, gutters and sidewalks, especially in areas identified as major arteries, with special attention given to school pedestrian safety.
- Implementing Action: K.2.1. The number of curbs and gutters should be increased for safety and aesthetic reasons.

K.2.2. Pedestrian street improvements, particularly where the safety of school children may be affected, should be given priority.

K.2.3. Bike lanes should be installed on major streets and in particular the feasibility of a bicycle lane outside of the parking lane on Hole Avenue where businesses exist should be investigated so that curb parking areas will not have to be eliminated.

K.2.4. Pedestrian crossings should be provided at both high schools, in particular west of La Sierra High School and east of Norte Vista High School.

Policy: K.3. Extend public transportation for the provision of more timely service over a wider area.

Implementing Action: K.3.1 The level of bus service within the study area and between the study area and the Downtown and Magnolia Center areas should be increased.

City Services

Objective: L. To ensure that City services will meet the future needs of the community.

Policy: L.1. Plan for the maintenance of the current level of fire protection.

Implementing Action: L.1.1. Fire hydrants should be established on the north side of Magnolia Avenue from Tyler to La Sierra Avenue and elsewhere where needed.

L.1.2. All streets should be constructed or improved to allow access to all homes; i.e., adequate width, improved shoulders.

Policy: L.2 Expand police services to provide shorter response time, greater visibility and improved public relations.

Implementing Action: L.2.1. The current level of the Community Crime Prevention Program should be maintained.

Policy: L.3 Increase the protection and maintenance of existing parks.

Implementing Action: L.3.1. Park maintenance should be improved.
L.3.2. Coordination with the Police Department on ways to improve protection e.g. special patrols like foot/horse/bike patrols. In addition, it is

recommended that the City both provide more continuity to the Park Liaison Officer program and expand this program to both Community Parks in the Arlanza/La Sierra area.

Policy: L.4 Provide for additional park areas to accommodate growth.

Implementing Action: L.4.1. Future acquisition of parks, buffers, and greenbelt areas should be planned.

L.4.2. The future acquisition of park land in relationship to future school proximity should be considered.

L.4.3. Acquisition of additional park areas in the area north of Arlington Avenue and southwest of La Sierra Avenue should be considered.

Policy: L.5 Encourage the rapid resolution of flooding problems (such as those associated with Arlington Channel, La Sierra Avenue, Mitchell Street, the Twin Buttes Canal, the Riverside Water Co. Canal, etc.) through channel and drain improvements engineered to handle anticipated flooding. Such improvements should include landscaping and design features as appropriate to ensure a quality appearance.

Implementing Action: L.5.1. All open drainage ditches, particularly on Mitchell Avenue bordering La Sierra Park should be eliminated.

Policy: L.6 Discourage hillside development that could aggravate local flooding problems until proper measures are taken to solve such problems through adequate engineering methods.

Implementing Action: L.6.1. Improve Mitchell Avenue north of Arlington Avenue and Valley View Avenue to Sandy Lane for better access and maneuverability of fire equipment.

Policy: L.7 Encourage the improvement of all substandard streets and adjacent areas in the study area.

Policy: L.8 Implement the current improvement plan for upgrading the water system in the Arlanza/La Sierra area on a systematic basis.

Education

Objective: M. To ensure quality education for the potential growth and expansion of the community educational system.

- Policies: M.1. Encourage the Alvord School District to implement programs designed to minimize overcrowding while awaiting additional facilities to accommodate population increases.
- Implementing Action: M.1.1. The concept of the year-round school should be investigated.
- Policy: M.2. Encourage the Alvord School District to continuously investigate new sources of school construction monies.
- Implementing Action: M.2.1. A survey to determine the possibility of the passage of a school bond should be conducted.
- Policy: M.3. Share city and school facilities to the maximum.
- Implementing Action: M.3.1. The possibility of future school/park site acquisitions should be investigated before suitable land is preempted.
- Policy: M.4. Initiate a positive comprehensive public relations program for dissemination to future area homeowners, such programs to be aimed at school services, projects of a positive nature, and parent participation.
- Implementing Action: M.4.1. Future funding or continued funding for preschool and day care centers should be insured.
- M.4.2. Alternative educational programs should be investigated; i.e., the availability of Manpower programs, Regional Occupation programs, year-round school.
- M.4.3. Possible methods to reduce vandalism should be investigated; i.e., live-in mobile homes for custodial supervision on school grounds, alternative locker methods, stricter enforcement (parents paying for damages), police patrols and an educational program for the community.
- M.4.4. A description of the school system designed to approach the educational needs of new residents should be included in real estate brochures and other dissemination materials.

Open Space

Objective: N. To maximize the access of all residents of the study area to recreational facilities appropriate for all needs.

Policy: N.1. Provide recreational facilities with emphasis on outdoor activities.

Implementing Action: N.1.1. Equestrian trails should be provided into the Santa Ana River Regional Park between Van Buren Boulevard and La Sierra Avenue, linking with major trail systems.

N.1.2. More outdoor activities should be provided for senior citizens at study area parks such as lawn-bowling and shuffleboard.

N.1.3. More outdoor activities should be provided for adolescents in the study area parks.

N.1.4. Development of recreational activities that are appropriate for the Community of Arlanza/La Sierra and its residents should be encouraged.

Objective: O. To preserve significant open space to maintain the natural environment for public use and environmental safeguards.

Policy: O.1. Keep ridgelines and vista points unaltered and free from development.

Implementing Action: O.1.1. City staff should be consulted on the areas for residential conservation zoning; i.e., Norco Hills and Lionhead.

O.1.2. Sources for public acquisition of open space should be investigated; i.e., land donations by private developers, direct city acquisition methods.

O.1.3. The appropriateness of present zoning for residential development should be reassessed so as not to substantially alter the existing natural terrain.

Policy: O.2. Ensure that development will not adversely affect the natural environment.

Implementing Action: O.2.1. On-site investigations should be required; i.e., archeologists, biologists, to determine if evidence exists to require an EIR before development.

- 0.2.2. The utilization of natural terrain and wildlife (i.e., creation of "natural habitats") in the design of parks and housing tracts should be encouraged.

URBAN SOCIOLOGY

Objective: P. To allow for the enhancement and coexistence of a variety of lifestyles.

Policy: P.1. Introduce programs that will discourage the concentration of public housing, and that will reduce the problems of present public housing tenants, thus implementing fully the Housing Element of the General Plan.

Implementing Action: P.1.1. The concentration of public housing should be discouraged through the implementation of the Housing Element of the General Plan.

P.1.2. Existing social programs should be investigated in the City of Riverside and elsewhere to reduce the problems of the present tenants in public housing.

P.1.3. An attractive community appearance around the public housing projects should be maintained.

Policy: P.2. Expand social services in the areas of vocational training, group living facilities, library and well baby clinics.

Implementing Action: P.2.1. A program to help acclimate new arrivals to the community should be promoted.

P.2.2. Multilingual material about the cultural diversity of the community and the existing/future services available should be disseminated.

P.2.3. The hours of the well-baby clinics and the public library should be extended to accommodate working parent or those in need of transportation.

P.2.4. Those senior citizens presently unable to take part in organized activities should receive transportation and multilingual media where needed.

P.2.5. Industrial and/or commercial expansion should be encouraged to promote the full employment of all age groups.

Policy: P.3. Initiate programs to alleviate present ethnic and gang-oriented conflicts in the area.

Implementing
Action:

P.3.1. The causes of present gang activity, especially in the Bryant Park area, should be investigated with recommendations made to alleviate a future increase in such activities.

V. Land Use Plan

The current Land Use Plan for the Arlanza-La Sierra Communities is included within the updated land use plan prepared for this 1984 summary document.

RIV.15

ARLANZA-LA SIERRA

LEGEND

- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

- 1. Citrus Residential 5
- 2. Citrus Residential 2
- 3. Very Low Density C/Open Space
- 4. Very Low Density B
- 5. Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

- 1. Very Low Density 1 acre
- 2. Very Low Density A
- 3. Low Density
- 4. Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

- 1. Medium High Density
- 2. High Density
- 3. High Density/Offices

INDUSTRIAL

- 1. Industrial Park
- 2. Low Density
- 3. High Density
- 4. Air Industrial

OPEN SPACE/PARKS

- 1. Public Park
- 2. Natural Arroyo
- 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below:

- 1. The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community.
- 2. City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Park(way), and G - Golf Course
- 3. Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station



LAND USE PLAN

1" equals 3000'





CITY OF RIVERSIDE

GENERAL PLAN

(1984 SUMMARY)

ARLINGTON

ARLINGTON COMMUNITY PLAN SUMMARY

I. Introduction

The Arlington Community Plan encompasses nearly three square miles. Its boundaries for the purposes of the community Plan are determined by Tyler Street, California Avenue, and its future extension, Jackson Street and Victoria Avenue. It is surrounded by the communities of La Sierra, Arlanza, Ramona and Arlington Heights.

The original plan was prepared by Owen Menard and Associates and adopted in 1977. It was financed in part by federal assistance through the Department of Housing and Urban Development under Section 701 of the Housing Act of 1954 as amended.

II. Issues

This section summarizes the issues outlined in the Arlington Community Plan. They are based upon conditions as they existed when the Plan was prepared in 1977.

A. Land Use

Urbanization in Arlington occurred in two major stages. The area north of the freeway, the older section of Arlington, began to develop as a town center in the late 1880's. This then became the focal point for the immediate area which was heavily in citrus production at the time. The area south of the freeway was also in citrus production. The second stage of urban development began within the past decade mostly in South Arlington where orange groves were slowly being phased out in favor of single-family residential and industry. The community has thus been experiencing significant land use transitions which give rise to a number of concerns:

1. Land use incompatibility has occurred in a few areas (such as single family homes being mixed with commercial uses) most notably along Van Buren Boulevard and Hole Avenue. In addition, there are residential areas where mixtures of single family homes, duplexes and apartments occur. This has most notably occurred along Everest north of Magnolia, Roosevelt north of Primrose, and the residential area around Liberty Elementary School. These areas are in obvious transition to more intense residential uses.

2. In some areas inadequate buffering between conflicting land uses can be noted. More specifically, these would be the residential areas in South Arlington which are located adjacent to industrial uses. In the latter instance, the Riverside Canal is the only means of separation between the residential and industrial area.
3. Residential uses located adjacent to the Riverside Freeway, especially those along Indiana Avenue, appear to be heavily impacted by freeway noise and some by railroad noise as well.
4. In some parts of Arlington, there are a number of deep lots. Effective utilization of the rear of those lots is oftentimes difficult because of their depth in relation to their width.

B. Zoning

In terms of how zoning has been applied to the various parts of the community, the following conditions are of greatest concern.

1. R-2 zoning in Arlington accounts for approximately sixty-six acres of which twenty-one acres are in school use. Only ten acres have actually been developed as such in the R-2 zoned areas, however. This indicates that a great amount of the R-2 zoning may have occurred prematurely and in areas predominantly single family in nature. These areas, once again, would be along Everest north of Magnolia, along Roosevelt north of Primrose, the area adjacent to Liberty Elementary School, as well as along Donald north of Andrew.
2. There appears to be a need for more uniformity in zoning, especially in the commercial districts along Magnolia Avenue. Spots of single family zoning can still be found and are mixed with commercial zoning.
3. Most of the areas adjacent to Magnolia and Van Buren have been zoned for commercial and have developed as such; however, especially along Van Buren south of Magnolia, not many significant commercial uses have established. The result is a mixture of small commercial uses, single family homes and duplexes in this area.

C. Circulation and Transportation

The circulation system in Arlington is basically a grid pattern which generally is a very efficient system. It appears that the system adequately serves the needs of today's traffic volumes; however, there are certain concerns that should be brought out.

1. Magnolia Avenue is of regional importance in that it functions as a major thoroughfare through the area. Because of this, traffic volumes on Magnolia are considerable and, especially through Arlington, have increased substantially since the construction of Tyler Mall. A major issue under discussion at the present time is the possible widening of Magnolia Avenue. Ultimately the avenue is envisioned to be a six lane major arterial. The concerns that should be considered when Magnolia is widened would be the preservation of street trees; the parking aspects, especially in downtown Arlington; and the impact such widening would have on businesses and bicycle traffic.
2. Because of the potential impact on businesses and the physical layout of downtown, it would seem appropriate at this time that any widening considerations of Magnolia be undertaken concurrently with the downtown revitalization efforts now under discussion.
3. The circulation in and around downtown for shopper traffic is very poor.
4. From the examination of automobile ownership, it appears that Arlington residents are not as mobile as residents in the City of Riverside as a whole. More efficient transportation alternatives should, therefore, be explored.
5. California Avenue is proposed on the existing General Plan to serve as an important through corridor between the City of Riverside and Corona. In view of the rugged topography and scenic beauty of the portion of this extension between Harrison and Tyler Streets, it will be important to give careful consideration to the environmental effect of this extension.

- D. Housing is a subject of vital concern to a community because it relates directly to "the quality of life." Housing issues must, therefore, be identified in order that they may be dealt with. Items of concern with regard to housing are as follows:

1. Although most of the neighborhoods are fairly well maintained in Arlington, there are some that have poor to fair maintenance. This generally can be noted in areas adjacent to the freeway. Continued poor maintenance will ultimately result in structural deficiencies, and it is, therefore, important that this be dealt with as soon as possible.
2. Junk storage is evident, especially in those areas that have deep lots, contributing to the poor appearance of a neighborhood.
3. On a nationwide basis housing is becoming increasingly more costly to construct, resulting in difficulty for the greater segment of the population to own homes. Because of the increased housing costs, increasingly more young people are buying older homes because of their lower cost. At the opposite end of the spectrum are those people who have limited incomes and who find it increasingly more difficult to find adequate housing within their affordability range.
4. In some areas where single family neighborhoods have been zoned R-2 or R-3, property maintenance is poor. This may be due to the false picture owners have as to the value of their properties. In the hope of someday reaping large profits from an apartment developer, such owners often do not invest in their properties. All too often before such areas will be economically feasible to develop into apartments, the conditions of homes must be near dilapidation.
5. A land use survey conducted by City Staff, has noted a number of homes needing improvements, but which are rehabilitatable. Such improvements can sometimes cost more than many people can afford. This concern was brought out in the attitude survey in which a high percentage of respondents interested in financial assistance indicated that they would like a low interest home improvement loan.
6. The greatest concentration of deteriorating units is located between Magnolia, Everest, Andrew and Myers. The most significant concentration of dilapidated units can be found in the block defined by McKenzie, Magnolia, Everest, and Andrew.

E. Parks and Recreation

As man's leisure time continues to increase, it becomes increasingly more important for a community to provide adequate park and recreation facilities. In Arlington there are some significant concerns with regard to parks and recreation. These are as follows:

1. Arlington Park is currently the only park within the planning area. Being only two and a half acres in size, the available facilities are rather limited, in addition to being old and worn out. At the present time the park is used mostly by older people. The swimming pool and the playground equipment are the only facilities that are provided for children.
2. There appears to be a need for another park between the freeway and Magnolia Avenue. Magnolia is a heavily traveled street which acts as a barrier to children living south of Magnolia and wanting to use Arlington Park. The existing General Plan has proposed such a park.
3. The area south of the freeway is currently not served by any type of park. A neighborhood park has been proposed adjacent to Harrison School which has been scheduled in the Capital Improvement Program. As this part of Arlington continues to grow in the future, the need for parks in this area becomes increasingly more evident.
4. The Riverside Water Company Canal may be abandoned in the near future as a functional part of the irrigation water system. This would then provide an excellent opportunity to create hiking and bridle trails within the right-of-way.
5. Hunt Park, a community park located outside the planning area, but serving the community of Arlington, provides a wide range of recreational programming. It appears, however, that more activities are needed for teenagers.
6. Playground facilities at the elementary schools function as excellent complementary facilities to the parks and recreation system. The elementary schools in Arlington, however, do not have lawn areas as play fields. These dirt play fields should be turfed in order for them to function properly as recreational play areas. The city has an existing fund for this purpose.

F. South Arlington

One of the unique areas of the Arlington planning area is South Arlington which is that area located south of the Riverside Freeway. This portion of town is currently undergoing significant change from a vacant and agricultural type of a land use to residential and light industry. As a result, citrus groves, vacant land, and natural tree stands can still be found, creating a rural type atmosphere. Because of these qualities, this area is significant especially in view of current development pressures.

1. The area has been designated by the general plan to be predominantly single family residential and light industry in selected areas. The zoning pattern is generally consistent with those general plan recommendations. However, in view of the increasing costs of housing and the constant search for lower cost housing, some consideration might be given to exploring alternative housing concepts such as townhouses, clustered housing, patio homes or zero lot line homes. These could be very attractive because they not only provide private, common open space and recreational areas, but they also would be less expensive to the buyer in that they are typically built at higher densities than single family homes. The city's current PRD ordinance allows this type of development.
2. The preservation of the rural and semi-rural qualities that now exist in South Arlington appears to be of importance because they relate so much to Arlington's community identity. The preservation of some of the citrus orchards, as well as open space, is a question that needs to be resolved in the very near future.
3. The high density residential designation between Indiana Avenue and the Freeway might have to be reevaluated, or development feasibility studied, in view of the size limitations of the land parcels. The small and narrow parcels may hamper good design.
4. Most of the industrial uses that exist in Arlington are light warehousing-assembly type uses. This type of industry is desirable in Arlington because they are the most compatible with surrounding areas if developed under industrial park concepts.

G. Downtown

The central business district of the Arlington community centers on the intersection of Arlington and Van Buren. Sales growth in area retail establishments have been slow in recent years as the result of a combination of factors including:

- o impact of Tyler Mall since its opening in 1969;
 - o changing age and income profile of the Arlington community;
 - o relatively slow population and income increases in Arlington, compared to other areas of the city.
 - o outmoded commercial buildings.
1. Tyler Mall has had a significant impact on downtown business. This once-thriving town center represents the heart of the community and solid business investments. Solutions for the downtown must be done in an incremental manner and with consideration of cost impacts on existing merchants and property owners.
 2. The opening of Tyler Mall has shifted purchases of shopper goods (department store type) merchandise from Arlington, leaving Arlington with more of a convenience shopping orientation, reducing its primary trade area to the more immediate neighborhood.
 3. The relationship between downtown and adjacent strip commercial should be examined. Office use of some of this strip commercial area would be supportive of downtown revitalization efforts and might be encouraged. Conversely, competitive retail offerings along the strip detract from downtown's economic strength. Some reclassification of vacant or underutilized commercial areas to residential use might be considered as a means of increasing area shopper base.
 4. The rapidly increasing traffic counts along Magnolia may be more of a threat to the Arlington center than Tyler Mall itself. Magnolia bisects the shopping area, and current heavy traffic disrupts the image and unity of the center. Signalization improvements

appear to be one of the few solutions to this problem which do not require major street modifications. To compound the situation, circulation in and around downtown is poor, as is readily accessible parking.

5. Visual improvements such as building treatments, landscaping, street furniture, etc. would make the shopping environment more attractive.

H. Community Appearance

Community appearance is vital to a community's identity and the image it projects. Arlington certainly has a strong community identity and a rather pleasant community appearance. However, there are some significant points that are worth mentioning.

1. The tall, mature street trees that characterize the older neighborhoods of Arlington are an important community resource. They greatly enhance the visual qualities of the neighborhood.
2. A general lack of property maintenance has been noted in some residential neighborhoods of Arlington. This not only detracts from the visual aspects of the neighborhood, but it can also have structural implications. Continued poor or lack of maintenance will ultimately result in structural deficiencies.
3. At least part of Arlington's community identity revolves around some of the rural qualities that the area still has. Many of the residents surveyed have indicated that the rural atmosphere and the openness and natural environment were some of the things that they liked most about Arlington.
4. The general plan has designated Magnolia Avenue, Van Buren Avenue, and Victoria Avenue to be special boulevards which would entail special landscaping programs for those corridors. This is important in Arlington because both Van Buren and Magnolia Avenues are major entry and exit points into the community. Therefore, the appearance of those two corridors is vital. Curb improvements have recently been started. Magnolia is currently lined with old pepper and magnolia trees; however, the maintenance of such trees and the general lack of ground cover give it an untended appearance along some parts of Magnolia.

Pleasant landscaping along that avenue would greatly enhance the appearance of Arlington. Similarly, Van Buren Boulevard, which currently has a limited amount of landscaping, should benefit greatly from a pleasant landscaping plan.

5. Some of the older marginal appearing commercial uses are lacking both proper paving for parking lots, as well as landscaping.

III. Goals

In the Community of Arlington the quality of life should be improved by providing a high quality living environment via promotion of the optimum degree of health, safety, efficiency, improvement of property values, well being and beauty for all areas of the community.

IV. Objectives, Policies and Implementing Actions

- | | | |
|----------------------|--------|--|
| Objective: | A. | To preserve and retain Arlington's community identity. |
| Policy: | A.1. | Preserve as much of Arlington's open space and agriculture as possible. |
| Implementing Action: | A.1.1. | The Planned Residential Development concept should be utilized and encouraged in areas where agricultural or open space preservation is desirable. This development concept has the flexibility of creating private open spaces which would provide opportunity for citrus and other open space preservation. The private open spaces which would result from the PRD approach would have the flexibility of preserving some citrus trees or would provide a good relationship and transition to any citrus groves already acquired for preservation purposes. An additional advantage is that, because of higher densities and savings in construction, PRD's have a potential for creating lower cost housing. Moreover, the variety of housing types that would result would provide a wider range of choice in terms of housing and living environments. (This Directive also relates to Policies A2, B1, and C3.) |
| | A.1.2. | The purchase-lease back of citrus groves should be investigated, especially along Victoria Avenue. This would entail the city's purchasing the groves and leasing them back, at subsidized rates, to interested persons willing to maintain the groves. |

- A.1.3. The city should investigate the outright purchase of citrus groves in critical areas (such as adjacent to Victoria Avenue) in order to preserve their historic value. Perhaps the functional aspects of the groves could be combined with passive recreation to maximize utilization of such areas (e.g., a linear park).
- A.1.4. Another method by which at least the flavor of citrus production could be retained would be to require by ordinance that a certain number of rows of citrus trees be preserved in single-family or multiple-family developments. Provisions would have to be made to ensure continued maintenance of the trees.

Policy:

- A.2. Protect and preserve the character and historic importance of Victoria Avenue.

Implementing
Action:

- A.2.1. The Victoria Avenue Plan should be implemented and updated.
- A.2.2. The feeling of adjacent citrus groves should be retained by acquiring most or portions of them for visual and recreational purposes. This could be accomplished through purchase-lease back arrangements; public acquisition for a linear park along Victoria Avenue with the primary purpose of preserving the citrus groves; or by providing density and other incentives to developers who would in turn dedicate portions of the groves to the City.

Policy:

- A.3. Preserve Arlington's street trees which are a significant community resource.

Implementing
Action:

- A.3.1. Street trees should be regularly trimmed and maintained to enhance their appearance and longevity.
- A.3.2. During any street widening or other types of public works projects, prime consideration should be given to the preservation of street trees. Citizens within the area should be given adequate notice of any intended removal of street trees.
- A.3.3. The Environmental Impact Report (EIR) process should be utilized wherever possible.
- A.3.4. The drafting and adoption of a street tree ordinance prohibiting the removal of certain diameter trees (perhaps four inches) without special approval should

be accomplished. A draft has already been started by city staff which should be reviewed, updated, modified, completed, and made ready for adoption.

- A.3.5. During the development review process, ensure that new development respects existing trees of significant size as much as possible.

Policy:

- A.4 Protect and enhance the character of Poppy Hill.

Implementing
Action:

- A.4.1. The City should continue to encourage low density residential development in and around Poppy Hill by increasing the area of low density designation on the General Plan to include adjacent large lot development.
- A.4.2. The Planning Department should ensure that during grading permit procedures the site design of residential development conforms to the natural terrain and considers the visual aspects both from within and without the area.
- A.4.3. The widening of Tyler Street in the future should not be undertaken in order to preserve the existing character of Poppy Hill and instead other alternative transportation corridors should be investigated.

Objective:

- B. To improve housing opportunities in Arlington.

Policy:

- B.1. Assist in and seek means to reduce the cost of housing.

Implementing
Action:

- B.1.1. Staff should investigate the feasibility of utilizing the density bonus concept. This would allow the developer to build at higher densities in exchange for providing some housing units at lower cost (typically those units that are allowed in excess of standard allowable density, in other words, the "bonus" units); or in exchange for reducing the housing unit costs over the entire development (some of the extra allowed housing units and the profits derived therefrom would help to reduce individual unit costs).
- B.1.2. Rehabilitation of existing housing in poor condition could be a potential alternative to providing lower cost housing for the housing market.
- B.1.3. Property tax legislation favoring fixed income households should be supported and encouraged.

- Objective: C. To improve existing housing conditions in order to provide more adequate shelter.
- Policy: C.1. Improve Arlington's existing housing stock.
- Implementing Action:
- C.1.1. Work towards rehabilitation of existing deteriorating and dilapidated housing units using existing rehabilitation programs, as well as exploring new programs. Rehabilitation programs which might be explored for use in Arlington might include a rehabilitation rebate (using HCD or other dollars, the City pays rebates to those who have made home improvements), or interest reduction grants (non-repayable grants to reduce the market interest rate).
 - C.1.2. Innovative code consistency programs should be expanded. The city might consider different, more acceptable approaches to code consistency, e.g., mandatory certificate of inspection (require all sellers of residential property to have premises inspected for compliance with codes); occupancy permit system (units are inspected every time there is a change of occupant); or a rental housing licensing program (rental units are inspected and required to meet code requirements. Re-inspections are done on a complaint basis after the initial survey or when the lease is due for renewal).
 - C.1.3. The City should continue to issue mini-grants to senior citizens for home improvement. This program consists of issuing grants to senior citizens to make repairs around their homes.
 - C.1.4. The possibility of utilizing retired citizens as contractors in home improvement programs in order to save costs and to effectively employ a segment of Arlington's senior citizen population should be investigated.
- Policy: C.2 Increase the existing level of property maintenance.
- Implementing Action:
- C.2.1. Property maintenance ordinance possibilities such as enforcing the present ordinance or drafting a new ordinance should be investigated.
 - C.2.2. The existing City policy regarding the abatement of abandoned vehicles and junk storage and improvement of enforcement procedures should be reinforced.
 - C.2.3. Homeowners' associations should be created in local neighborhoods to assist in property maintenance.

C.2.4. The annual clean-up campaign should be expanded into a clean-up, paint-up, fix-up program. Such an annual program should be well organized and should involve the City, Chamber of Commerce, and civic groups. Free hauling services for large unwanted items should be provided. The Chamber of Commerce should arrange paint and building materials sales to coincide with the annual program. Work parties involving civic and youth groups could be organized to assist senior citizens in the improvement of their homes.

C.2.5. The City should prepare a home maintenance pamphlet to be distributed to all residents of the community. Such a pamphlet should discuss basic sprinkler design, some landscaping ideas, a list of low maintenance hardy plants, and basic tips on other home improvement subjects.

Policy: C.3 Encourage a greater variety of housing types in Arlington.

Policy: C.4 Provide carefully monitored housing assistance and explore new ways of providing such assistance to needy families.

Implementing Action: C.4.1. A Section 8 Housing Assistance Payments Program which subsidizes rent payments of needy families, but gives them the flexibility of living where they want in the community, should be utilized and carefully monitored.

C.4.2. Subsidies of housing-related expenditures to senior citizens and others on fixed incomes such as utility rate and property tax rate reductions should be supported and encouraged.

Objective: D. To meet the parks and recreation needs of the Arlington community.

Policy: D.1 Improve the functional aspects of Arlington Park.

Implementing Action: D.1.1. Adjacent property should be purchased or acquired to increase the size of the park, thereby permitting the construction of additional facilities.

D.1.2. The utilization of HCD funds, other sources of funding, or other means of property acquisition such as land trades, leasing, etc. should be investigated.

Policy: D.2 Improve the recreational opportunities in South Arlington.

Implementing
Action:

- D.2.1. Harrison Park should be constructed as soon as possible.
- D.2.2. Means of achieving construction of Harrison Park should be investigated, such as the possibility of using Economic Development Administration (EDA) grants. EDA grants are made available under the Public Works and Development Act of 1963 and can be used for planning, technical assistance, business loans, and public works. Requirements are that the proposed project is part of a comprehensive economic development program to reduce unemployment. The 1976 Public Works Act should also be investigated.
- D.2.3. A survey of the area or some other method of citizen input should be utilized in determining the types of recreational facilities most suitable for Harrison Park and Arlington Park. (This Directive also relates to Policy D1.)

Policy:

- D.3 Enhance recreational opportunities in the area between Magnolia Avenue and the Freeway.

Implementing
Action:

- D.3.1. The future Primrose Park should be relocated to the vicinity of Diana Street and Harrison Street.
- D.3.2. Construction of Primrose Park should be scheduled in the Capital Improvement Program.

Policy

- D.4 Develop an inter-community trail system.

Implementing
Action:

- D.4.1. The Riverside Water Company Canal right-of-way should be utilized, and the role the Canal plays in draining adjacent properties should be investigated prior to terminating its present irrigation function.
- D.4.2. A combination hiking and bridle trail plan should be created, and sources of funding should be investigated.

Objective:

- E. To enhance the Arlington Downtown Business District and make it a more viable commercial entity.

Policy:

- E.1 Revitalize downtown Arlington in an incremental manner.

Implementing
Action:

- E.1.1. A redevelopment/specific plan for Downtown Arlington should be developed. The purpose of this plan would be to analyze more closely on a lot-by-lot basis the

problems of downtown, offering specific design solutions. Moreover, recognizing that revitalization can occur only incrementally in light of limited resources, such a plan would facilitate a unified approach to design, beautification and overall revitalization. In addition, a phasing plan should also be part of the redevelopment/specific plan.

E.1.2. Physical improvement of downtown can occur in three different ways: 1) improving the existing structures and working on beautification; 2) replacing existing buildings with new ones, using the redevelopment process; or 3) a combination of redevelopment and face-lifting. Regardless of the alternatives ultimately selected, the following specific actions would be appropriate although some have been tried on a very limited scale:

- o Develop an architectural/design theme which is flexible enough to allow design variation. The primary aim would be to create harmony and consistency between colors and textures utilized, as well as ensuring design compatibility.
- o Develop attractive area identification signing.
- o Create a better cross-section of retail services to better serve the needs of the community, recognizing that downtown can best function as a community commercial center in view of nearby Tyler Center.
- o Develop a landscaping plan, utilizing attractive plant materials and creating inviting pedestrian and sitting areas.
- o Work with the businessmen to improve rear entrances and front facades in instances where rehabilitation of structures has been determined to be appropriate.
- o Sidewalk beautification, utilizing different textures.

Policy:

E.2 Improve shopper circulation and parking opportunities in Downtown.

Implementing
Action:

E.2.1. A back-loop system should be created by introducing a street parallel to, but south of Magnolia. This would facilitate traffic movement in and around Downtown and would make rear parking more accessible.

E.2.2. If area beautification and face-lifting are determined to be most appropriate in some area of Downtown, the rear parking lots should be made more visible to traffic on Magnolia. This could be accomplished by removing some of the existing buildings and creating attractively landscaped parking lot entrances. Attractive, but readily noticeable parking signs would also be necessary.

E.2.3. The redevelopment process could be utilized to construct new buildings, parking facilities and a back-loop street system.

Policy: E.3 Reinforce Downtown's identity as being separate from the commercial strip along Magnolia Avenue and Van Buren Boulevard.

Implementing Action: E.3.1. All "Service-Commercial" land use designations along Magnolia should be replaced with "Retail Business and Offices" to provide a more retail-oriented business district. Such would discourage the types of commercial uses not generally suitable for a downtown area (such as storage yards, lumber yards, etc.).

E.3.2. Office development should be encouraged as transitional areas between Downtown and the remainder of the commercial strips of Magnolia Avenue and Van Buren Boulevard. This could be accomplished by designating the area around Riverside General Hospital and the area on Van Buren south of Downtown as "Offices Only."

E.3.3. An architectural design theme should be developed which would set forth criteria as to use of texture, colors, and landscaping and design concepts in order to achieve a unique visual character.

Objective: F. To improve circulation and expedite traffic through the community.

Policy: F.1 Increase the efficient movement of traffic on Van Buren Boulevard.

Implementing Action: F.1.1. The construction of a grade separation at the railroad racks which is currently in the Capital Improvement Program should be re-prioritized.

F.1.2. Van Buren Boulevard should be beautified.

F.1.3. An alternate, regional route to the freeway system to expedite traffic from Lake Perris and other recreational areas and facilitate their access to the Riverside Freeway should be investigated. This would reduce the impact such traffic would have on Arlington.

Policy: F.2 Improve transportation opportunities for lower income groups, the elderly, handicapped and disadvantaged.

Implementing
Action: F.2.1. The scope of the demand-response Special Services Mini-Bus System should be expanded to include low income groups as an eligible user group.

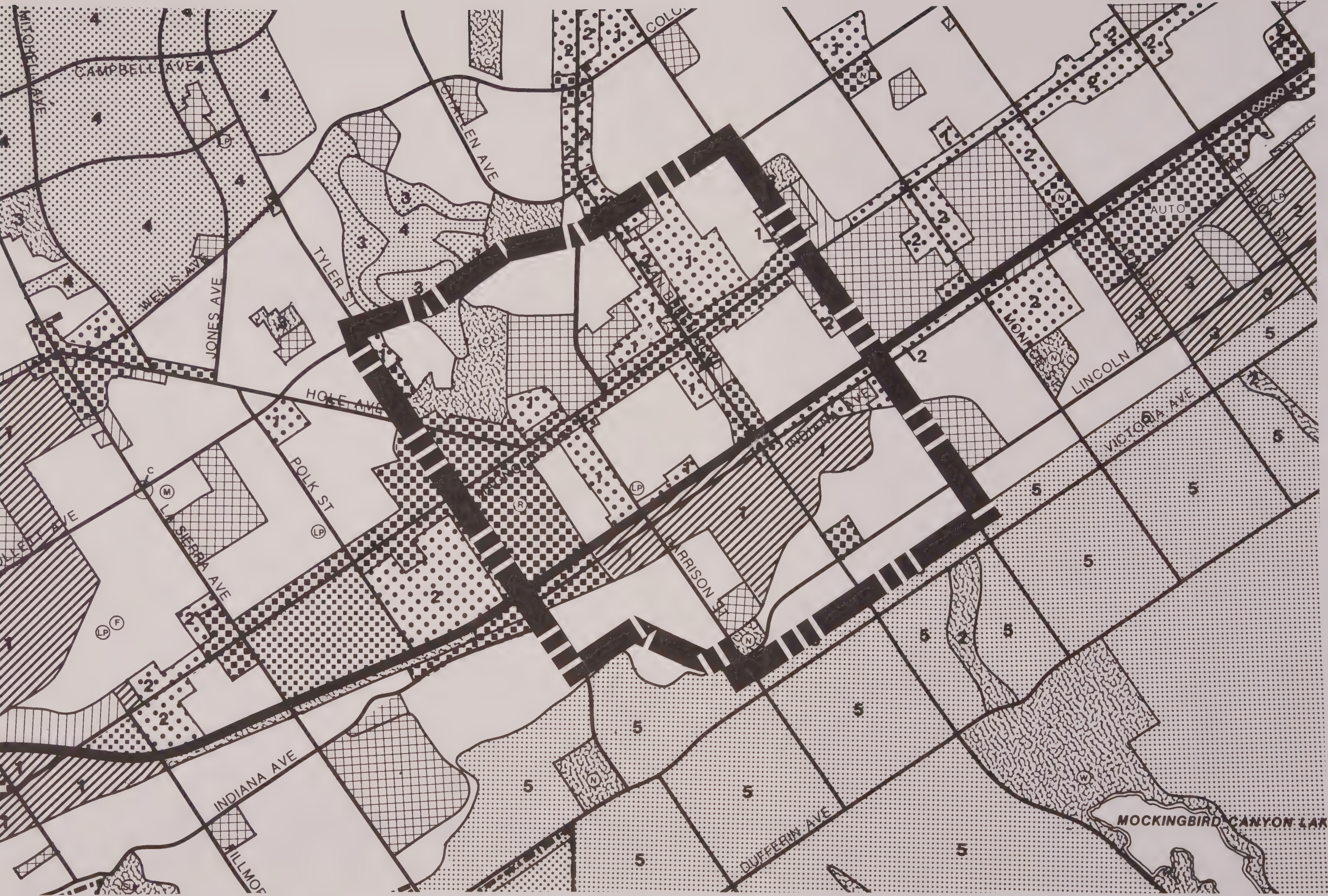
F.2.2. Alternative means to widely publicize the availability of this service should be investigated.

V. Land Use Plan

The Land Use Plan for the Community of Arlington spatially depicts many of the objectives, policies, and implementing actions previously listed. It is itself, a City adopted policy. (See Arlington Land Use Plan on the following page)

The Land Use Categories proposed by the Land Use Plan are consistent with the categories in the General Plan Land Use Element for the City of Riverside.

pl-riv.1



- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

- 1. Citrus Residential 5
- 2. Citrus Residential 2
- 3. Very Low Density C/Open Space
- 4. Very Low Density B
- 5. Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

- 1. Very Low Density 1 acre
- 2. Very Low Density A
- 3. Low Density
- 4. Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

- 1. Medium High Density
- 2. High Density
- 3. High Density/Offices

INDUSTRIAL

- 1. Industrial Park
- 2. Low Density
- 3. High Density
- 4. Air Industrial

OPEN SPACE/PARKS

- 1. Public Park
- 2. Natural Arroyo
- 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below:

- 1. The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community
- 2. City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Park(way), and G - Golf Course
- 3. Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

ARLINGTON HEIGHTS

ARLINGTON HEIGHTS PLAN SUMMARY

I. Introduction

The Arlington Heights Plan and Growth Management Program proposes the eventual urban development of a 19.7 square mile area in and adjacent to the City of Riverside. The Arlington Heights area is bounded by the communities of La Sierra, Arlington, Ramona, Casa Blanca and Victoria to the north west, Canyon Crest to the north east and unincorporated land of Riverside County to the south.

The Arlington Heights Plan, prepared by the City in co-operation with the Arroyo Group, was adopted in June, 1979.

II. Issues

The Arlington Heights Plan was initiated in response to concerns over future development patterns in this study area. The major factor generating these concerns was the accelerating pace of development along and south of the city's traditional greenbelt border at Victoria Avenue. Additionally, continued development raised questions as to how a variety of other Greenbelt resources would be impacted by urban growth. Included among these resources were arroyos, hillsides, the Gage Canal and the proposed Mockingbird Park. This section will include a summary of these issues as they existed when the Arlington Heights Plan was prepared in 1978.

A. Natural Constraints and Potentials

1. Arroyos and Hillsides - The original report contains no specific discussion of these factors other than their mention and indication of location on a map.
2. Citriculture - Perhaps the most important facet of the history of the City of Riverside is the development of the citrus industry which is represented by the remaining citrus groves in the Arlington Heights area. The citrus industry was founded in 1870 in Riverside by John W. North who established one of Southern California's early pioneer colonies. In 1929, Riverside had nearly 16,000 acres of orange groves within its City limits. Although the acreage devoted to citriculture has steadily declined in the city over the past several decades, major portions still remain within the Arlington Heights area.

3. Seismic hazards - The region in which the project is located is seismically active and the entire project area will be exposed to hazards from potential earthquakes on nearby faults. These hazards include ground shaking, liquefaction, settlement, seiche, and failure of slopes. Two areas of greatest hazard identified in the City's Seismic Safety Element are an area of high liquefaction potential in the west end of the project area and an area of high ground shaking intensity east of Maude in the northeast corner of the project area. Emergency, critical or high risk normal facilities should be constructed and located to withstand these hazards according to the Seismic Safety Element of the Riverside General Plan.
4. Dam inundation areas - Dams may fail as a result of earthquake or structural failure under load. A number of flood control dams and reservoirs exist or are proposed in or above the project area. A potential inundation hazard from each of these reservoirs was identified in the City Seismic Safety Element. Though the probability of such failure is considered extremely low, inundation areas should be considered in planning and locating development.

B. Man-made Constraints and Potentials

1. Existing land use - The most significant impact of people on the study area has been the development of large areas of citrus groves. A 1975 land use survey showed nearly half the study area devoted to citriculture. Approximately 1340 acres of residential development exist, and another 1900 acres were in various stages of approval for residential development (including some of the existing citriculture acreage). Residential development, in general, occurred in scattered small developments of 25 acres or less.

The nature of the housing demand was different from that of the past. The recent surge in demand resulted from the desirability of Riverside as a suburban community serving employment in Orange County rather than closer areas. As population levels have continued to increase, and land has become less available in Orange County, the cities of Corona and Riverside have become the nearest areas for residential development. Some demand also was created by industrial development in Riverside.

Most of the area immediately north of the study area was fully developed in urban uses. That south of the study area was in its natural state, or was developed with agriculture or scattered residential development.

The then existing general plan for the area proposed that approximately 80% of the study area be developed for residential use, with 20% preserved as publicly accessible open space, and small amounts of commercial, office and public facilities. No citriculture preservation was proposed.

2. Infrastructure - The existing utility networks are designed to serve a rural rather than suburban development, and a virtually complete system of urban services will need to be established if the area is to develop to densities near those proposed.

Sewer: Most existing residences in the project area are served by septic tanks. These tanks are periodically cleaned, and wastes are taken to the sewage treatment plant and processed. Because of the nature of the soils in the area, septic tanks are not suitable for development much denser than one unit per acre.

In 1978, the City of Riverside sewage treatment plant had a capacity of processing 24.0 million gallons of sewage per day. On completion of a tertiary treatment facility in 1979, plant capacity was reduced to 22.2 million gallons per day (MGD), or approximately 20% more than its present flow of 18.6 MGD.

A city-wide sewer allocation program was established by the City of Riverside to allow for orderly allocation of remaining sewer connections to industrial, commercial and residential uses alike. This program was intended to remain in effect until additional sewer capacity became available. It was anticipated that additional sewer plant capacity would become available in the mid-1980's.

Water: The current water distribution system in the study area is oriented toward agricultural irrigation. Water supplies for residential development require water under pressure for fire fighting, and additional reservoirs and mains will be required to provide this fire flow, particularly as development occurs at higher elevations.

Water supplies to the area were considered sufficient to serve residential development according to the Public Utilities Department, though additional

development may require purchase of water from the Metropolitan Water District at higher prices than for present supplies. The potential for future prolonged drought conditions always exists in Southern California.

Importing of water also has high energy costs, and high energy costs in the immediate future may increase further the cost of providing water.

Solid Waste Disposal: Solid wastes from the City of Riverside are disposed of in a sanitary landfill site near Mt. Rubidoux which is reaching capacity. Additional landfill sites and alternative methods of solid waste disposal are being investigated by the City.

Solid wastes collected from the County lands in the western part of the study area are disposed of at a site near Corona. This site was expected to be at or near capacity in 1983. The solid wastes collected from the County lands in the eastern part of the study area are disposed of at a new site in Mead Valley near Perris which is expected to have adequate capacity beyond the year 2000.

Electric Power: The electric power network in place in the study area is now of a rural nature designed to serve the scattered existing developments. Significant suburban development will require development of a complete additional electric service network with substations and high voltage power lines.

Additional generating capacity required may come from any of a number of proposed additions to the grid serving Southern California including nuclear plant additions and the construction of gas, oil or coal-fired plants.

Circulation: With a few exceptions, major circulation routes in the study area are designed to rural standards and cannot provide the level of service demanded by a suburban development. The existing circulation pattern will have considerable impact on development because of availability of existing rights-of-way.

III. Goals

No clearly defined goals were expressed in the original plan.

IV. Objectives, Policies and Implementing Actions

- Objective: A. To preserve, as far as possible, Arlington Heights' major cultural/historical and environmental amenities including citriculture, arroyos, hillsides, Victoria Avenue and the Gage Canal.
- Policy: A.1. Utilize a combination of regulatory and acquisition approaches in a variety of ways as a "strategy for open space preservation".
- Implementing
Action: A.1.1. A specific Open Space System Plan should be developed with mapped boundaries of the open space and alignments of the trail network.
- A.1.2. Specific open space plans should be incorporated in the Specific Plans for each village.
- A.1.3. A public opinion survey should be conducted to determine public attitudes toward purchase of the publicly usable open space.
- A.1.4. Appropriate zoning should be applied to the floodplains and arroyos where necessary to preserve their integrity.
- A.1.5. The park dedication requirements and in-lieu fee schedule should be maintained to raise necessary park funds.
- A.1.6. The subdivision ordinance should be amended to require dedications and improvements for the mapped and designated rail network as well as subsidiary trails.
- A.1.7. The acquisition of matching funds from Federal and State agencies should be pursued to develop an adequate financing package for the public usable open space.
- A.1.8. The subdivision ordinance should be amended as necessary to provide for reservation of open space for future acquisition within a reasonable period of time.
- A.1.9. Ordinance provisions governing setbacks and landscaping should be amended to provide for an adequate setback line on Victoria Avenue to be

reviewed in administering design overlay zones now existing for Victoria Avenue and in Specific Plan development and implementation. Similar provisions should also be established on Dufferin Avenue.

- A.1.10 Low density residential resource zones for the hillsides and citrus groves should be mapped and adopted.
- A.1.11 Consideration should be given to open space zoning to preserve open space areas.
- A.1.12 Consideration should be given to hillside overlay zoning to protect hillside areas.

Policy:

- A.2. Encourage property owners to preserve citrus groves.

Implementing
Action:

- A.2.1. Detailed planning for agricultural preservation should be incorporated in the Specific Plans to be done for each village.
- A.2.2. A Williamson Act Agricultural Preserve Program should be established.
- A.2.3. Williamson Act Contract for groves located in the Preserve should be encouraged.
- A.2.4. Consideration should be given to development of an ordinance that would establish an "agricultural and cultural/historical preservation district" to be mapped in the areas of planned grove preservation and provide for limited low density residential in a clustered development pattern.
- A.2.5. The development of an ordinance that would provide the mechanics for dedication of agricultural rights and transfer of development rights, where feasible, should be considered.
- A.2.6. Cooperative efforts with the University of California at Riverside should be encouraged to test and implement methods for increasing grove yields or price while reducing grove management costs.
- A.2.7. Ways to reduce irrigation costs to planned citrus preservation areas, to include possible city subsidy of water costs and use of reclaimed water, should be pursued.

Objective:

- B. To provide a choice of lifestyles within Arlington Heights.

- Policy: B.1. Designate a number of villages within the Arlington Heights area, each village having its own lifestyle related to the natural and man-made environment.
- Implementing Action: B.1.1. Specific plans for the Arlington Heights area should be developed on a village by village basis.
- B.1.2. Consideration should be given to financing preparation of specific plans through assessment of acreage fees at the time Residential Development Permits are obtained.
- B.1.3. Coordinated village level planning should be accomplished by annexation of all areas in Arlington Heights or a cooperative City-County planning and implementation process.
- Objective: C. To manage growth by providing an adequate supply of developable residential land while minimizing public costs and maximizing preservation of environmental and cultural amenities.
- Policy: C.1. Assure an adequate public facilities network through a "growth should pay for itself" strategy.
- Implementing Action: C.1.1. More detailed public facilities studies should be conducted in the context of the revised population and land use characteristics of the Arlington Heights Plan (a 60% reduction in the General Plan population) and in the context of specific plans to be conducted for each of the eight villages.
- C.1.2. Fee schedules should be regularly monitored to ascertain that fee schedules are adequate to cover costs, and consideration should be given to establishing a fee schedule to assist in school financing.
- C.1.3. Further study of financing methods for drainage improvements (acreage fees), roads, sewer and water improvements (connection changes or assessment districts), etc. should be conducted.
- C.1.4. The Subdivision Ordinance should be revised as necessary to more adequately cover roads, bikeways and drainage improvements.

- C.1.5. Standards for the plan's land use and zoning categories should be examined to determine if they are adequate or appropriate to carry out the plan's environmental and lifestyle objectives.

Policy:

- C.2. Utilize general fund and area-wide revenues to provide sufficient capital improvement funds where the concept outlined in Policy C.1. that "growth should pay for itself" should prove unacceptable.

- C.2.1. Implementation of the Residential Development Permit Ordinance (Point System) should be continued.

Policy:

- C.3. Develop master environmental impact reports for each area in which specific planning is undertaken.

Implementing
Action:

- C.3.1. Consideration should be given to financing preparation of master environmental impact reports through assessments required at the time Residential Development Permits are obtained.

Objective:

- D. To provide citywide public access to and use of Arlington Heights' cultural/historic and environmental amenities while at the same time recognizing private property rights.

Objective:

- E. To develop Mockingbird Park as a major city and regional park.

Policy:

- E.1. Purchase the groves in the Mockingbird Park area and either (a), contract for grove management or (b), establish a non-profit corporation. There would be no property taxes in this case and the initial capital investment for grove acquisition would run an estimated average of \$8,000 to \$12,000 per acre, based on values for undeveloped, unsubdivided lands as provided by the County Assessor.

Implementing
Action:

- E.1.1. An economic feasibility analysis of the tourism and revenue generating aspects of the Mockingbird Park proposal should be defined in sufficient detail to serve as the basis for implementation of a comprehensive funding program including bond issues, grants, fees, and other sources.

Objective:

- F. To provide for continued plan effectiveness through an annual review process.

V. Land Use Plan

The Land Use Plan for Arlington Heights graphically depicts many of the objectives, policies and implementing actions previously listed and has been included at the end of this summary.

The following is a summary of the major elements of the Arlington Heights Plan as adopted.

A. Residential Uses

Citrus Residential: Eight different residential categories are included in the adopted Arlington Heights Plan. Of these, the Citrus Residential categories are among the most significant to the plan. Two such categories are used, both flanking the Gage Canal. One calls for .2 dwelling unit per acre (about 5 acre lot densities) and is indicated for the area north of the Gage Canal where gravity flow from the canal favors citrus growing. South of the canal is a .5 dwelling unit per acre (about 2 acre lot densities) category where irrigation water must be pumped uphill to groves.

Very Low Density Residential: Four Very Low Density Residential categories are included in the plan. These categories are used primarily where it is felt that development densities must be reduced in response to some factor that makes higher density development unwise or otherwise undesirable. In Arlington Heights, four factors influence the use of the very low density categories. These four factors are 1) noise, 2) hillsides, 3) proximity to Victoria and Dufferin Avenues and 4) proximity to existing rural densities.

Hillsides: Reflecting a desire to preserve the natural character of Arlington Heights' terrain to as large an extent as possible, areas between 15% and 30% natural slope are shown for .5 dwelling unit per acre (average 2 acre lots) under the provisions of the Very Low Density "B" Residential (.5) category. Areas over 30% natural slope have been designated for .2 dwelling unit per acre (5 acre lots) under the provisions of the Very Low Density "C" Residential (.2) category.

Noise: Taking into consideration the impacts from noise caused by aircraft takeoffs from March Air Force Base, large areas of the east study area have been shown for 2 or 5 acre development. The Very Low "B"

(.5) two acre designation has been applied where aircraft noise ranges between 70 and 75 decibels (dBA), while the 5 acre Very Low "C" (.2) category has been applied to areas impacted by over 75 dBA. These policies generally reflect similar policies adopted by the United States Air Force in its Air Installation Compatible Use Zone study of March Air Force Base.

Victoria and Dufferin Avenues: Reflecting a desire to encourage the development of Victoria and Dufferin Avenues with a spacious estate-like residential character, the Arlington Heights plan calls for one acre residential lots fronting onto these two streets with access limited by combined driveways, rear or side entrances. This represents a change to the previous reverse frontage, lot treatment approach to Victoria Avenue followed under the Victoria Avenue Specific Plan. For Dufferin Avenue, it represents an effort to make it into a grand boulevard similar to Victoria Avenue.

Semi-Rural Areas: Several portions of the Arlington Heights area are adjacent to, or part of areas where semi-rural densities have prevailed over time. Here, the Very Low Density "A" Residential (1.5) category has been applied (average 1.5 dwelling units per acre). Examples are the areas extending out from Woodcrest into the City and the Poppy Hill area that is situated along Tyler Street between the Riverside Canal and Victoria Avenue. Hawarden Drive, as it extends southwesterly of the Alessandro Arroyo, is also shown in the Very Low "A" (1.5) category. The semi-rural designation here serves to complement the large-lot policies of the Hawarden Hills Specific Plan for the area northeast of the Alessandro Arroyo.

Low and Medium-Low Density Residential: These two categories form the highest densities in the Arlington Heights area. Calling for 3 and 4 dwelling units per acre, respectively, they are primarily oriented toward the developed part of the city along Arlington Heights' northwest boundary. A "Town Center" area, discussed below, is another concentration for these densities.

B. Other Plan Elements

Town Center: An important feature of the Arlington Heights Plan is a Town Center radiating out from the area southwesterly of Washington Street and Dufferin Avenue. Here, an effort has been made to bring together uses of community-wide interest in one locale. In this area can be found such planned

facilities as a community shopping center, library, high school, middle school, elementary school and community park. As indicated above, building densities are also highest here. Additionally, the area is linked to the rest of the study area by roads and linear open space features such as trails and arroyo linkages. Aside from a neighborhood shopping center shown in the county at Van Buren Boulevard and Washington Street, no other commercial land is proposed within the bounds of the study area. It should be noted, however, that ample commercial facilities exist or are planned in areas adjacent to Arlington Heights.

Schools, Parks, Libraries and Fire Stations: Schools, parks, libraries and fire stations have been distributed throughout the community on the basis of population and density. Eight neighborhood parks are proposed. These should be 10 acres in size when freestanding and 6 acres in size when combined with a 10 acre elementary school. One 40 acre community park is shown in the Town Center. This is larger than the 20 acre standard because it will be the area's only full community park. Two middle schools are planned, at 15 acres each, and one 40 acre high school is proposed for the Town Center. Four fire stations dot the study area, located in accordance with emergency response time needs. One library is proposed to be located in the study area within the Town Center.

Mockingbird Park: Mockingbird Park is proposed to be developed as a 300 acre citrus theme attraction south of Dufferin Avenue and east of Van Buren Boulevard. Because of the off-center location of the area's official community park, it may be necessary to include some community park features in Mockingbird Park as well.

Arroyos, the Gage Canal and other Linkages: Interconnecting the various parts of Arlington Heights are a series of linkages that are planned to follow such linear features as the Gage Canal, natural arroyos and Victoria Avenue. Here, it is proposed that trails be constructed to allow travel by bicycle, horse and on foot.

Villages: Giving Arlington Heights definition, and providing a basis for future specific planning is a system of villages. These villages divide the Arlington Heights area into distinctive areas, each with its own character. Every effort has been made to

minimize or eliminate the crossing of these areas with major arterials. It is intended that the Arlington Heights Plan will be refined by the development of specific plans for each of these villages. These villages are as follows:

- o West and East Grove - The major orientation in these two villages will be citrus and the citrus-themed Mockingbird Park.
- o Mockingbird Hills - Here, the major factor will be hillside terrain and the emphasis will be on preservation of hillside features.
- o Town Center - The emphasis here will be on a concentration of population and the services likely to be used by that population.
- o Hawarden Overlook, Prenda Arroyo and Woodcrest Arroyo-Semi rural development will be featured in these three villages which are impacted by noise from March AFB and characterized by concentrations of rolling hills. Village divisions are based upon arterial crossings.

ARLINGTON HEIGHTS

LEGEND



- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

- VERY LOW DENSITY RESIDENTIAL**
 - 1. Citrus Residential 5
 - 2. Citrus Residential 2
 - 3. Very Low Density C/Open Space
 - 4. Very Low Density B
 - 5. Agricultural Residential
- VERY LOW TO LOW DENSITY RESIDENTIAL**
 - 1. Very Low Density 1 acre
 - 2. Very Low Density A
 - 3. Low Density
 - 4. Semi-Rural Lifestyle
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL**
 - 1. Medium High Density
 - 2. High Density
 - 3. High Density/Offices
- INDUSTRIAL**
 - 1. Industrial Park
 - 2. Low Density
 - 3. High Density
 - 4. Air Industrial
- OPEN SPACE/PARKS**
 - 1. Public Park
 - 2. Natural Arroyo
 - 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below:

1. The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community

2. City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Park(way), and G - Golf Course

3. Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station.

LAND USE PLAN

1" equals 4000'



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

CASA BLANCA

CASA BLANCA COMMUNITY PLAN SUMMARY

I. Introduction

The Casa Blanca Community Plan was prepared in 1973 through the joint efforts of the Casa Blanca Citizens Advisory Committee, Task Groups, local technical consultants, KXL Associates and City Staff. The plan was based heavily upon analysis of community survey data. Casa Blanca is located in the southwestern portion of Riverside bounded by the communities of Ramona, Victoria and Arlington Heights. Four major thoroughfares form the boundary of this community including Indiana Avenue on the northwest, Victoria Avenue on the east, Jefferson Street on the southwest and Washington Street on the northeast.

The original 1973 report was financed in part by federal assistance as provided by the Department of Housing and Urban Development under Section 701 of the Housing Act of 1954 as amended.

II. Issues

This section will include a summary of issues based upon conditions as they existed at the time of original document preparation in 1973.

A. Existing Land Use

The Casa Blanca study area is one of mixed land uses within a fairly homogeneous community structure. Slightly over one-third of the land in Casa Blanca is devoted to residential land use, 201.8 acres (38.7 percent). The greatest preponderance of residential types is the single-family detached dwelling 79.8 percent of all residential acreage). Commercial uses occupy 10.6 acres (2.0 percent) and industrial uses encompass 3.2 acres (0.6 percent). Public and semi-public uses cover 48.6 acres (9.4 percent). One-fifth of the study area is devoted to open space and recreation, 109.2 acres (20.9 percent). Over one-quarter of the study area is vacant at present, 147.7 acres (28.4 percent).

The vacant land in the study area is comprised of numerous vacant lots within the existing development and some large parcels. The large parcels tend to be located nearer Victoria Avenue than Indiana Avenue.

The environmental conditions found in the study area have great bearing on the development of now vacant land as well as the redevelopment of existing areas. A windshield survey of the study area was made by the Riverside Planning Department in July, 1973 to determine existing environmental conditions. In the developed areas the concern was structural conditions and street improvements,

while in the vacant and agricultural areas the emphasis was on the environmental characteristics to be retained in any development.

The structural condition survey attempted to identify the quality of "areas" rather than individual units. The survey showed that over half the area surveyed is considered to be structurally adequate (54.8 percent). Of those areas considered less than standard, over one-third are in need of minor repairs (35.2 percent) while almost half are in need of major repairs (45.7 percent). It would appear from this that programs aimed at fix-up rather than demolition are appropriate for much of Casa Blanca.

The major concentrations of less than standard structural conditions are located west of Madison Street between Lincoln Street and the Gage Canal, and just south of the railroad tracks east of Madison Street.

B. Existing Zoning

Over two-thirds of the study area is zoned for residential uses of all types, 369.7 acres (71.0 percent). Only one-third of the area, however, is currently in residential use. Therefore, almost half again as many dwelling units could be constructed under the existing zoning. This reflects total available land and does not consider inconsistent uses or the distribution of the zones. Using the same analysis, the amount of land currently devoted to commercial uses could be doubled under the existing zoning. Most of the land zoned for industrial use is vacant at present. Only half of the land currently in open space is zoned for open space. The areas now zoned "O" could be put to more intensive use under the existing zoning.

C. Existing General Plan

The City of Riverside General Plan was adopted by the City Council on November 12, 1969. The preponderance of proposed land uses is residential. A total of 381.9 acres (73.3 percent) is shown for residential use, 356.3 acres in the "Medium Low Density residential classification (Range up to 8.0 du/gac, average 4.0 du/gac)" and 25.6 acres in the "Medium High Density residential classification (Range up to 16/du/gac, average 12.0 du/gac)." The first of these residential categories corresponds to most of the existing development. Commercial areas are shown along Indiana Avenue and Madison Street. "Service Commercial" uses are intended for 64 acres and "Retail Business and Office" for 38.4 acres. A total of 44.8 acres (8.6 percent) is designated as commercial. "High Density Industry", defined as averaging 14 employees per gross acre, is planned for 73.6

acres (14.1 percent). "Public Uses" occupy 1.6 acres (0.3 percent) and "Parks" are shown on 19.2 acres (3.7 percent). All of the categories allow for more development of the designated type.

D. Community Services

Water, electric, sewage disposal, solid waste disposal, police, and fire protection services are provided by the City of Riverside. The City Fire Department and Goodhew Ambulance provide rescue and ambulance services. A new fire station will be built on Jefferson Street just south of Victoria which will serve the study area. The area is presently served from Station 5 on Streeter Avenue and secondarily from Station 3 on Riverside Avenue between Arlington Avenue and Central Avenue. Two large hospitals, Riverside General and Riverside Community, several smaller hospitals, and numerous clinics are available to the area. Gas is provided by Southern California Gas Company and Pacific Telephone Company provides telephone service. The large Santa Ana River Regional Park and numerous City parks, including Villegas Park in the study area, are available to area residents. The City of Riverside has a main library downtown plus several branches scattered throughout the City. The Casa Blanca Branch is located within the study area.

City service related to the Annual Cleanup Campaign trash pickup, currently once per year has been found to be inadequate. This might be coordinated with other campaigns for community beautification.

Water level measurements indicate adequate water; however dry periods in the last five years have influenced regulation loss.

E. Transportation/Circulation

The current modes of transportation in the Casa Blanca Area include private vehicles, bus service (RTD and school buses) and, though no station is present, the A.T. & S.F. Railroad tracks traverse the community plan area.

Input from a community wide survey identified a number of needs including the following:

Street Improvements: A number of street improvements are required within the Casa Blanca study area. These consist of street widening, shoulders, sidewalks, curbs and gutters, additional lighting, bicycle lanes and drainage improvements. In the home interview the citizens felt that the most needed improvements were sidewalks. Another improvement needed is the surfacing of Railroad Avenue between Madison and Jefferson and Bunker Street. The only existing drainage facilities for city streets are at

Madison near the railroad. Drainage structures are needed at Madison and Lincoln.

Pedestrian Facilities: One major pedestrian problem facing the community is transportation for about 100 students commuting daily to the new high school (Arlington High School) located near Van Buren and Lincoln. These students must now travel a distance of over two miles on streets that have no sidewalks and are relatively undeveloped. This is a very unsafe situation and during rainy weather it is very dangerous. In addition, they must contend with the city trucks at Lincoln and St. Lawrence Street. It is strongly suggested that the Riverside School District provide busing or at least the City provide an RTD bus line service for the students. Cary Street, according to the survey, needs sidewalks.

Another pedestrian problem facing the community is access to the senior citizens' community center. It is recommended that a feasibility study be conducted to investigate a pedestrian overpass from Pliny Street to Winstrom Street to be constructed over the Railroad.

Travel Patterns: As indicated in the home interview, most residents travel only a short distance to work, school etc. Therefore street conditions, signals, etc. are extremely important to the community of Casa Blanca.

Traffic Control Features: Signals at Madison and Indiana Avenue are desperately needed. A memorandum from Mr. Lowry, District Traffic Engineer, Department of Transportation dated September 18, 1973 indicated that signals are fully justified. Funding for the signal installation is currently being negotiated between the City of Riverside and the State Department of Transportation. In addition pedestrian counts taken in the field indicate an average of 65 pedestrians per hour during peak hour conditions. The home interview points out the need for this signal and Casa Blanca's desire to have the signal installed as soon as possible to expedite the flow of traffic and for safety reasons.

At the Madison and Lincoln intersection, traffic congestion may rapidly justify a signal or a 4-way stop. This intersection should be checked for signal justification within five years.

Social and Community Value Factors: Transportation has historically been the backbone of community social and economic development. The need for transportation facilities are controlled by increase and change in population, land use, employment and affluence. The community of Casa Blanca being chiefly a Mexican-American minority community lacks some of these controls and justifications which tends to isolate the community.

Therefore, by providing good transportation facilities, social and community values can be greatly enhanced and make Casa Blanca more cohesive with the rest of the City. To establish these needs the community of Casa Blanca has participated in committees, home interviews, and data collection.

F. Population

According to 1970 Census Data the population was 3,336. The ethnic composition is significantly different from City-wide composition.

	<u>Casa Blanca</u>	<u>Riverside</u>
Anglo	4.7%	80.3%
Mexican/American	80.4%	12.7%
Black	7.2%	5.2%
Other	3.7%	1.8%

Further analysis of comparative population statistics reveals that Casa Blanca has more ethnic minorities, nearly half of the income enjoyed by the rest of the City, the highest percentage of deteriorating housing units in the City, the highest median number of persons per unit, lowest median rent payment in the entire City, plus the largest households in the City.

G. Health Services

Comprehensive Health Services are not consistently available to the resident of Casa Blanca. A review of existing health services reveals several gaps and needs that must be met. These services include:

- o Pharmacy Services - 24 hour
- o X-Ray Services
- o Private Physician Services
- o Mental Health Services, including Drug Abuse
- o Health Education
- o Bilingual and Bicultural Health Workers
- o Expanded Outpatient Services
- o Family Planning Services
- o Dental Services

While all of these services cannot be met simultaneously, the 1973 Plan arranged these needs into the following priority:

1. Expanded Outpatient Services
2. Mental Health Services
3. Health Education Services
4. Bicultural and Bilingual Health Professionals

H. Existing Education Services/Facilities

The General Plan of the City of Riverside identifies two major school districts within the corporate limits of the City, Riverside Unified School District and Alvord Unified School District. Casa Blanca students are only affected by the Riverside Unified School District and its services. All grade levels are operative, K-12, with the Riverside Unified system converting to the middle school concept, grades 7-8. In the 1973-74 school year four major higher education institutions, California Baptist College, University of California at Riverside, Riverside City College and La Sierra Loma Linda University serve the area. All Casa Blanca students are bused out of the community to 14 feeder schools, K-12, a result of two events, the move on the part of Riverside City to racially balance its schools, October 25, 1965, and in 1966, the closing of an older elementary school in the Casa Blanca community itself.

I. Employment

The following are single or combined factors that inhibit and account for some unemployed or underemployed persons and must be accommodated singularly or in conjunction with other area-identical problems and needs:

- o New forms and systems of transportation are needed in order to allow mobility to available but often distant employment.
- o Child care facilities are needed for working mothers or other needy family groups. Employers should be given incentives, including such devices as tax deductions or grants, in order for them to set up facilities close to the work site. Smaller employers could form a consortium-approach to establishing and operating day-care centers.
- o Community service center facilities are needed to serve Casa Blanca and should include employment services as well as other social services including counseling for all personal or community needs on rights, resources and educational opportunities.
- o There is a need for more education and training of unskilled or undereducated youth.
- o Given that the construction industry has been one of the most rapidly recovering and growing sectors in the County's economy in recent years, we should expect a marked increase in construction employment workers from the Casa Blanca area.

III. Goals

- A. The Casa Blanca Community Plan should provide a comprehensive guide to the City of Riverside for the short, intermediate, and long range projections of change within the boundaries of Casa Blanca.
- B. The Plan should provide businessmen, real estate developers, private contractors, educational and social agencies with a tool for effective planning as related to the needs and wishes of the Casa Blanca people.
- C. The Plan should provide a set of baseline data, plus some projections for change, based upon community involvement in the planning process in the hope that any future planning on the part of other communities in Riverside and elsewhere can be shown, through this model, that community people can be effective partners and participants in planning the future of their community.
- D. The Plan should demonstrate that effective needs assessment aimed at both SOCIAL and PHYSICAL needs of a community can maximize efficient growth on the part of any community.

IV. Objective, Policies and Implementing Actions

The original 1973 document did not include specific objectives and policies. It did, however, include implementing action in the form of recommendations under specific categories; these are included within this section.

General

Implementing Action:

- A.1.1. The trained cadre of citizens from the Casa Blanca Advisory Committee engaged in this project should continue to function for a period of at least one year for continuity in PLAN implementation.
- A.1.2. The Casa Blanca Neighborhood Center, in cooperation with the Casa Blanca Advisory Committee should develop a series of adult education community orientation seminars on the PLAN for the purpose of widely disseminating the final approved PLAN (such seminars or courses to be recommended for academic credit via adult education/college extension services).
- A.1.3. Representatives of the City of Riverside should be prepared to present to the Casa Blanca community, periodically over the next three years, progress reports based upon implementation of the Casa Blanca Plan.

Land Use

Implementing Action:

- B.1.1. The entire study area should be designated as a code enforcement district.
- B.1.2. A detailed study to determine the exact nature of repairs and alterations should be made; this should include units or housing not meeting building codes.
- B.1.3. Low cost loans should be made available; this should be particularly encouraged as related to housing that does not meet building codes.
- B.1.4. The railroad right-of-way should be cleaned up and vegetation screening planted along the edges.
- B.1.5. The new automobile dealership proposed at the corner of Indiana Avenue and Jefferson Street should be screened with a block wall and vegetation.
- B.1.6. The County Service Yard and School Service Yard should be maintained with adequate vegetation screens.
- B.1.7. All derelict structures, hazardous items such as refrigerators, old cars, etc. should be removed; particular attention should be given to buildings unoccupied.
- B.1.8. The development of a drug store in the area should be encouraged.
- B.1.9. The annual Cleanup Campaign trash pickup should be increased to twice per year; this should be timed to coincide with beautification campaigns.
- B.1.10. The proposed open channel storm drain parallel to the railroad tracks should be placed underground.
- B.1.11. The present swimming pool should be expanded to some type of Olympic standards (75' x 75') at Villegas Park.
- B.1.12. A second baseball diamond and concession stand should be developed at Villegas park.
- B.1.13. The present Neighborhood Center gym facilities should be expanded, a multipurpose room should be constructed for wrestling, dancing, and telescopic seating bleachers should be installed for at least one hundred people.
- B.1.14. The facilities of the "Brown Room" located near the park and Neighborhood Center should be expanded, and present poor ventilation and space should be improved.

- B.1.15. Permanent playground equipment for both sides of Esperanza Street should be installed.
- B.1.16. Two "marquis display signs" should be developed for the notification of Center services and programs, one to be located on the Western corner of Madison and Evans, the second in front of the Neighborhood Center.

Implementing
Action:

- B.2.1. A community design review board should be formed to guide residents in renovation and improvements.
- B.2.2. A citizen's advisory committee should be formed to implement redevelopment proposals.
- B.2.3. A project review committee should be created to advise the City.

Implementing
Action:

- B.3.1. A park along the railroad tracks near the Home of Neighborly Services should be developed.
- B.3.2. New residential development along a PRD concept on large vacant parcels should be encouraged.
- B.3.3. The radio station should be encouraged to investigate electronic disturbance for TV and radio reception in the Casa Blanca Community, and attempts should be made to decrease such environmental problems; the management of the radio station should also determine the feasibility of relocating the station out of the study area, thus allowing future potential expansion of Villegas Park and new residential development along Lincoln Avenue.
- B.3.4. Plans for storm drainage systems in the area should be advanced in scheduling.
- B.3.5. New commercial development should be encouraged.
- B.3.6. New industrial development should be encouraged.
- B.3.7. Low cost loans should be made available for redevelopment projects and remodeling of dwellings in need of improvement.
- B.3.8. Pocket parks should be developed throughout the area, especially near the Home of Neighborly Services, such parks to serve 2-3 families.

Implementing
Action:

- B.4. Federal, state, and local support for the development of minority enterprises should be coordinated with educational, training, and employment efforts, consistent with needs of the community.

Implementing
Action:

- B.5.1. New industrial development in the area should be encouraged.
- B.5.2. The "Medium High Density" residential proposed on the Riverside General Plan should be re-evaluated; it appears appropriate for the area at the corner of Indiana Avenue, Washington and along Madison Street. It is expected that the current residential uses west along Indiana Avenue will not continue beyond the next ten years. As the area is more intensely developed, this area would be suitable for commercial, office, or "Medium High Density Residential" uses.
- B.5.3. Areas not zoned R-1 in Casa Blanca should be brought to the attention of residents along with any future changes planned.
- B.5.4. Consideration should be given to removal or more efficient storage of the raw fertilizer at Madison and Evans.

Implementing
Action:

- B.6.1. A re-evaluation should be made of the social structure of the Casa Blanca community in order to determine to what extent the social element of this Plan is consistent with the future population of the area, its ethnic composition, median income status and other factors which may change within 8 years.
- B.6.2. A long range feasibility study should be funded to determine the possibility, of developing a "Placita" or community center strip of cultural activity similar to other communities; such shops, entertainment activities should be proposed along or on the corner of Madison and Emerald Streets; costs of such a venture should be explored with government loan financing.

Transportation

Implementing
Action:

- C.1.1. Signals should be provided at Madison and Indiana.
- C.1.2. Busing should be provided for students attending Arlington High School.
- C.1.3. Sidewalks should be constructed at the following streets:
 - a. Madison
 - b. Dolores
 - c. Juanita Street
 - d. Samuel
 - e. Cary
 - f. Pliny
 - g. Casa Blanca

- h. Evans
- i. Diamond
- j. Peters
- k. Emerald
- l. Freda
- m. northwesterly portions of Lincoln.

C.1.4. Speed limit signs should be installed on the following streets:

- a. Railroad near Casa Blanca
- b. Lincoln
- c. Jefferson near Lincoln

C.1.5. Stop signs should be installed at the following intersections:

- a. Fiesta at Imperial
- b. Winstrom at Casa Blanca
- c. Peters at Grace
- d. Fern at Grace
- e. Emerald at Grace
- f. Freda at Grace

C.1.6. Benches should be constructed for RTD Bus Stops at the following locations:

- a. Peters and Madison
- b. Bunker and Lincoln
- c. Two at Madison and Evans
- d. Madison and Lincoln

C.1.7. A special ENERGY TASK GROUP should be appointed immediately by the City of Riverside, made up citizen, industry and governmental representatives; this group should be funded to develop a MASTER PLAN for ENERGY USE for Riverside.

Implementing
Action:

C.2.1. Street drainage improvements should be provided at the following streets:

- a. Bunker
- b. Esperanza
- c. Lincoln at Grace

Implementing
Action:

C.3.1. A continuous effort should be made by the City of Riverside that transportation services and facilities remain consistent with the changing social needs of the community, this being correlated with present and future energy crisis criteria.

Implementing
Action:

C.4.1. A separation should be constructed at Railroad and Madison.

- C.4.2. The pros and cons of constructing a pedestrian overpass at Pliny Street to Winstrom Street over the railroad should be investigated.
- C.4.3. Minibus service should be provided throughout the community.
- C.4.4. The feasibility of providing rapid transit services south to San Diego and west to Orange and Los Angeles Counties should be explored.
- C.4.5. An environmental cleanup at the RTD Bus Stops at Bunker and Lincoln Streets should be conducted.
- C.4.6. Paving for School Bus Service at all pickup locations should be provided with special emphasis at Grace and Fern Streets.
- C.4.7. Street widening, shoulders, curbs, gutters and sidewalks should be constructed at the following streets:
 - a. Washington Street
 - b. Winstrom
 - c. Esperanza
- C.4.8. Street paving, curbs, gutters and sidewalks should be constructed at the following streets:
 - a. Railroad
 - b. Bunker
- C.4.9. Appropriate trees or floral landscaping should be planted along Evans Street.
- C.4.10. Proper widening, landscaping, and irrigation procedures should be implemented on Victoria.
- C.4.11. Every effort to increase the aesthetics of the railroad crossing at Madison with appropriate environmental improvements should be exerted.
- C.4.12. Street drainage structures should be provided at the following locations:
 - a. Madison and Lincoln
 - b. Madison and Evans
- C.4.13. RTD bus services should be extended during weekends.

Implementing
Action:

- C.5.1. The community should be informed of the need to remove all disabled vehicles and a program should commence for such removal; an educational program is recommended (as in Land Use) relating to all derelict structures.

- C.5.2 A comprehensive re-evaluation of transportation alternatives versus community needs should be considered as it relates to future local, state and national guidelines for energy use.

Health

Implementing
Action:

- D.1.1. PLAN physical element recommendations in the areas of transportation, land use, education, and employment should be implemented as these relate to the physical and mental health of the citizens of Casa Blanca.
- D.1.2. The physical facilities pertaining to health services provided by the Casa Blanca Neighborhood Center should be continued and expanded; particular attention should be given to providing "privacy" facilities for health services at the Center.
- D.1.3. The restroom facilities at Villegas Park should be expanded.

Implementing
Action:

- D.2.1. The Riverside County Health Department should increase its current operation of a general practice clinic from six hours per week to twelve hours per week in relation to expanded out-patient services.
- D.2.2. The Riverside County Health Department should expand its current once per month, 5 hours per day child health clinic to at least twice a month 6 hours clinical services.
- D.2.3. The Family Planning Services should be expanded, and provided at times that are more convenient to the residents of Casa Blanca.
- D.2.4. Mental Health Services should be made more readily accessible and available on a continuing basis to the community of Casa Blanca with increased services in the areas of Alcoholism, Drug Abuse, and Individual and Family Counseling.
- D.2.5. With the high incidence of Heart Disease, diabetes, V.D., and other chronic and communicable diseases, a multi-facet, coordinated, and ongoing Health Education program should be implemented in Casa Blanca. Such a program should take into consideration the total needs of the community and not merely portions; this program should encourage and support the Heart Association Hypertension Control Center project.

- D.2.6. Every effort should be made to recruit health manpower personnel, especially doctors and dentists whose ethnic backgrounds approximate the ethnic composition of Casa Blanca.
- D.2.7. Every effort should be made to train and recruit bilingual and bicultural para-professional health personnel whose ethnic backgrounds match the ethnic composition of Casa Blanca.
- D.2.8. An intensified program of dental check ups and education should be implemented at the elementary and secondary school levels; such program should include followup procedures to insure that dental care is being sought and that parent education has been implemented as it relates to the dental needs of their children.
- D.2.9. Loma Linda University School of Dentistry should be contacted and their mobile dental van should be scheduled in Casa Blanca on an ongoing basis.
- D.2.10. A local 24 hour multi-purpose clinic should be established which will provide diagnostic services, initial health care, and community health education.
- D.2.11. A bilingual information and referral service should be developed to inform Casa Blanca residents of available health - social services.
- D.2.12. Low cost medical care should be provided.

Implementing
Action:

- D.3.1. Continuous assessment should be made to determine whether health services and facilities (medical and dental) have been readily available.

Implementing
Action:

- D.4.1. Consideration should be given to the development of non-physician health care delivery systems.
- D.4.2. More ambulance service reliability through a system of mutual education, for the hospitals and community should be developed to eliminate or curb the present "lack of trust and double checking of calls for help."

Implementing
Action:

- D.5.1. An analysis should be made to plot trends toward decreasing utilization of acute and long-term care facilities; existing hospitals in greater Riverside seem adequate, provided that residents of Casa Blanca have acceptable levels of transportation to and from these facilities; within the next five years development of comprehensive free-standing outpatient facilities may be indicated, such facilities should be open 24 hours, and offer a broad range of medical and

mental diagnostic, treatment, and ancillary services and should be staffed with a multi-ethnic professional staff, outreach workers, Home Health Nurses, and Community Health Educators; contractual agreements with appropriate secondary and tertiary care centers should be maintained.

Implementing

Action:

D.6.1. An effort should be made to implement a more adequate health insurance program, such program presumably to follow several national trends such as "Health Maintenance Organizations", Pre-Paid Health Plans and certain other experimental delivery systems; a proposed Casa Blanca program might have the following features:

- a. Universal coverage
- b. Comprehensive benefits
- c. Pluralistic underwriting
- d. Consumer choice
- e. Incentives for efficiency and economy
- f. Equitable financing
- g. Flexibility
- h. General acceptability

Education

Implementing

Action:

- E.1.1. All recommendations previously stated in Transportation and Health should be implemented to insure busing procedures that adequately meets the needs of all Casa Blanca students, K-12.
- E.1.2. Consideration should be given to the need for busing Casa Blanca citizens enrolled in adult education programs.

Implementing

Action:

- E.2.1. The management of the Riverside Unified School System, with staff and community assistance, should embark upon a program of comprehensively designing a BLUEPRINT FOR EDUCATIONAL CHANGE as related to students, parents, and other adults in the Casa Blanca community; this set of guidelines and objectives to specifically identify measurable short, immediate, and long range objectives for all educable segments of the Casa Blanca population, from pre-school to the retired and aged.
- E.2.2. Every effort should be made to commit general education funds, as has been the case with categorical aid programs, to the individualizing, diagnosing and prescription of remedial, preventive, and enrichment educational experiences for Casa Blanca students wherever they are housed in feeder schools, K-12.
- E.2.3. Every effort should be made to direct portions of such

monies, general education and categorical aid, towards a comprehensive program of bilingual/bicultural education for the all Casa Blanca students, preschool to high school, with the added need of competency in the English language being equal in priority.

E.2.4. Some type of program for training to obtain the GED or high school diploma equivalent should be installed at the Casa Blanca Neighborhood Center rather than at some distance away from the community; this would overcome reluctance on the part of youth and provide increased training for job opportunities.

E.2.5. Some type of vocational apprentice training should be provided at the Center, local job development should be offered, perhaps, with some stipend incentives worked out with local businesses or unions.

Implementing
Action:

E.3.1. The Day Care, Adult Education, and Library facilities should be expanded at the Casa Blanca Neighborhood Center.

Implementing
Action:

E.4.1. The Bureau of Research and Evaluation, Riverside City Unified School District should be encouraged to continue its longitudinal studies on students from Casa Blanca, the effects on busing and desegregation, the followup studies on drop out rates, and the followup studies on job replacement, with such reports being shared throughout the years ahead with the Casa Blanca community as outside educational auditors.

E.4.2. All educational agencies in the Riverside, public, private, elementary, secondary, college and university, local district and county offices, should embark upon a program of comprehensively designing the educational product out-put needed to provide local and county industry and business with the needed reservoir of trained ethnic graduates for placement as related to AFFIRMATIVE ACTION PLANS of such community businesses.

E.4.3. More adult and parent education programs should be designed and implemented to augment the education of students as well as upgrading the adult population.

E.4.4. Additional facilities and services should be developed by the City of Riverside at the Neighborhood Center in Casa Blanca for extending, by 30%, the day care services for working mothers offered at this time.

E.4.5. More bilingual staff and paraprofessional helpers should be trained and placed in the educational areas serving the Casa Blanca community.

Implementing
Action:

- E.5.1. Within five to eight years, additional facilities and services related to day care and adult education should have been doubled from the present offerings at the Neighborhood Center in Casa Blanca.
- E.5.2. With an apparent decreasing student population over the next five years, multiple use of school facilities should be explored to utilize the space for adults, youth training, and day care programs.

Implementing
Action:

- E.6.1. A re-evaluation of the student population, ethnic mix, and effects of busing on student achievement should be made within eight years to determine the effectiveness of desegregation, the necessity for busing, and the results of newer educational projects that will give results over a longer age or grade span.
- E.6.2. AFFIRMATIVE ACTION PLANS developed by local and county industries and businesses should be reviewed within five years to determine if the educational agencies in Riverside have fulfilled their accountability as required to provide such places of business with readily available trained ethnic workers; conversely, the AFFIRMATIVE ACTION PLANS should be reviewed to determine if industry has fulfilled its share of the hiring of such minority personnel.
- E.6.3. An evaluation should be conducted within five to eight years to determine if, with additional education and training, the median income of Casa Blanca families has been raised significantly as compared to the median income of the Riverside area in general.

Employment

Implementing
Action:

- F.1.1. New forms and systems of transportation in order to allow mobility should be made available to often distant employment; this is especially critical in the next 18 months to 2 years due to the Energy Crisis.
- F.1.2. Child care facilities are needed for working mothers or other needy family groups; employers should be given incentives, including such devices as tax deductions or grants, in order for them to set up facilities close to the work site; smaller employers could form a consortium--approach to establishing and operating day-care centers.
- F.1.3. Community service center facilities to serve Casa Blanca should include employment services as well as other social services including counseling for all personal or community needs on rights, resources and educational opportunities; a career guidance coordinator via the school system may be feasible.

Implementing
Action:

- F.2.1. Based on the greater number of youth and the pressing nature of social problems that have persisted to explode in the area, coordinated efforts should receive top priority to arrive at comprehensive programs to enlist, involve and develop multiple vocational, academic and social resources for youth; if some efforts cannot bring forth and result in gainful employment for youth, then interarea programs should provide, but not be limited to: subsidized and guided employment with, private as well as public employers; lists of job opportunities from all California areas should be disseminated, perhaps via a bilingual vocational publication.
- F.2.2. Adult and women workers are grouped inordinately in service and operative occupations. In order to provide for upward or outward mobility (i.e. career ladder type programs), these should also be considered as potentials for cross over (cross-skill trained) for entering other occupations. Public employment, initially subsidized by State or Federal governments, should be available so that qualified and emerging workers can enter the more remunerative and potential leadership types of public employment.

Implementing
Action:

- F.3.1. Implementation of Land Use recommendations of intermediate range that pertain to potential introduction of small business and industrial facilities, particularly as applied to minority enterprise, solicitation and support of loan incentives should be encouraged.
- F.3.2. Recommendations under Transportation that pertain to providing transportation facilities and services to meet the needs of the Casa Blanca labor force should be implemented.

Implementing
Action

- F.4.1. With the present trend of growth in the construction industry in Riverside County, efforts should be expended to inform, prepare, guide and enroll eligible young persons into the appropriate building and construction trades; coupled with this should be expressed and acceptable area plans by all affected unions for worker groups heretofore excluded.
- F.4.2. Promulgation of public agency Affirmative Action Plans is needed along with direct fulltime recruitment methods; preparatory institutions should also be fully aware of all public agency job opportunities and direct move of all students into local agency employment opportunities.

- F.4.3. All Riverside County agencies related to education, vocational training, and employment should continue a consortium effort aimed at training Casa Blanca citizens to the extent that a noticeable increase in the median income can be measured over the next three years.

Implementing
Action

- F.5.1. All long range recommendations in Land Use and Transportation should be considered and projected as related to employment demands in the future.
- F.5.2. All long range recommendations in Education and Health should be implemented as related to employment, particularly the following:
- a. Health care technical training.
 - b. Office occupational training.
 - c. Automotive services training.
 - d. Protective services training.
 - e. Food services training.

V. Land Use Plan

The Casa Blanca Community Plan proposed few changes to the existing General Plan. Most of the area was still in residential use though some new industrial uses were proposed. The current 1984 summary includes an updated Land Use Plan.

CASA BLANCA

LEGEND



	VERY LOW DENSITY RESIDENTIAL*
	VERY LOW TO LOW DENSITY RESIDENTIAL*
	MEDIUM LOW DENSITY RESIDENTIAL
	MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
	RETAIL BUSINESS AND OFFICES*
	SERVICE COMMERCIAL
	VISITOR COMMERCIAL
	OFFICES (only)
	INDUSTRIAL*
	INSTITUTIONAL
	OPEN SPACE/PARKS*
	PARKING

* Sub-categories listed below.

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

- 1 Citrus Residential 5
- 2 Citrus Residential 2
- 3 Very Low Density C/Open Space
- 4 Very Low Density B
- 5 Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

- 1 Very Low Density 1 acre
- 2 Very Low Density A
- 3 Low Density
- 4 Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

- 1 Medium High Density
- 2 High Density
- 3 High Density/Offices

INDUSTRIAL

- 1 Industrial Park
- 2 Low Density
- 3 High Density
- 4 Air Industrial

OPEN SPACE/PARKS

- 1 Public Park
- 2 Natural Area
- 3 Local Park

NOTE: Other sub-categories are designated by numbers within the main category.

The following are the sub-categories for the main categories listed above:

1. Citrus Residential 5
2. Citrus Residential 2
3. Very Low Density C/Open Space
4. Very Low Density B
5. Agricultural Residential

1. Very Low Density 1 acre
2. Very Low Density A
3. Low Density
4. Semi-Rural Lifestyle

LAND USE PLAN

1" equals 2000'





CITY OF RIVERSIDE

GENERAL PLAN

(1984 SUMMARY)

DOWNTOWN HISTORIC DISTRICTS

DOWNTOWN HISTORIC DISTRICTS PLAN SUMMARY

I. Introduction

In May 1983, the City of Riverside adopted the Historic Preservation Study for Downtown Riverside prepared by the firm of Donald A. Cotton Associates. The study area which is also the City's Downtown planning area, is generally bounded by First Street on the north, the Riverside Freeway (S.R. 91) on the east, the Tequesquite Arroyo on the south, and the Santa Ana River on the west. These boundaries relate closely to the historic core of the City, known as the Mile Square, which was bounded by First and Fourteenth Streets (north and south) and Pine and Olive Streets, originally, but later the Santa Fe Railroad tracks and Redwood Avenue (east and west). Adjacent closely-related areas were also examined in the course of the study.

The City's purpose in adopting the Study was to provide the City with tools to protect the historic resources of the Downtown core area through the formation of historic districts and guidelines for maintaining both historic structures and districts while allowing appropriate infill. The Study is divided into three separate reports, as follows:

1. The Historic Districts Report - This report describes the field work which involved examining the pre-1940 buildings in their neighborhood context and identifying where the neighborhood acts as an integral unit. The report recommends potential districts for both National Register and local designation and describes implementation procedures.
2. The District Design Manual - This report provides guidelines for each neighborhood district to maintain the quality and character of the district through retention of appropriate uses, modification of existing structures and infill of new structures.
3. The Architectural Design Manual - This report describes the major periods and styles of architecture found in the study area and offers guidelines to the appropriate means of renovating, rehabilitating or reusing historic structures while retaining their architectural integrity.

Each report has been designed to be used alone to serve its particular purpose, but all three are closely interrelated and are reinforcing.

II. Issues

The 1983 document details the study methodology and develops a list of opportunities and problems which affect or can be affected by the identification of historic districts. This list was the basis of plan development and implementation recommendations and is included below.

Opportunities:

- o The City of Riverside has a unique identity which is reinforced by the strong image of the Mission Revival theme of architecture prevalent in the central commercial/civic areas.
- o The presence of man made elements (freeways, railroads) and physical assets (Santa Ana River, the Tequesquite Arroyo and Fairmount Park) provide strong boundaries which define the edges of the Downtown area and help to give it a strong identity.
- o The original commercial heart of the City is still viable and provides a vital core to the Downtown area.
- o A variety of uses in the Downtown area contribute to its continuing vitality, particularly the Civic Center activities, the Mission Inn, Raincross Square, etc..
- o The Mile Square area contains a good variety of structures representing the whole range of uses common in the historic City of Riverside.
- o Residential areas include a good mixture of varied periods and styles of architecture with numerous examples of each period.
- o There are high concentrations of older homes in identifiable neighborhoods.
- o Many older homes are well maintained, particularly in the western portions of the Mile Square area.

Problems:

- o Inconsistency in the design and scale of new commercial buildings in areas of fine old commercial structures.
- o Poorly coordinated signage and street furniture in commercial areas.
- o Lack of coordinated or consistent design standards and a cohesive image to the commercial areas.

- o Circulation changes, particularly the development of the Riverside Freeway, which impact the character of and access to adjacent areas.
- o Zoning designations which permit higher intensities of use than are existing. This encourages land speculation which often leads to poor maintenance (deterioration of neighborhoods) or demolition for new development (encroachment on neighborhood integrity). Although most of the residential areas in the Mile Square are in single family use, existing zoning permits higher density residential, office or commercial uses for most of the Mile Square.
- o Poor maintenance of older homes, particularly in the northeast and southeast portions of the study area.
- o Modifications of buildings with good architectural character by inappropriate techniques or methods which obscure the original design (i.e. stuccoing, poorly designed additions, street level facade changes, etc.).

III. Goals

- A. The City shall seek to preserve sufficient historic resources in number and type to evoke the distinctive character of the significant stages of Riverside's history.
- B. The City shall seek to promote community awareness of local history and historic architecture.
- C. The City shall seek to maximize the effective utilization of the City's Mile Square historic areas while encouraging the needed infill of new construction in an appropriate manner.

IV. Objectives, Policies and Implementing Actions

Objective: A. To encourage the preservation of neighborhoods which exemplify the historic character of the City's original core through the designation of historic districts and neighborhood conservation areas.

Policy: A.1 Promote sufficient historic resources in number and type to evoke the distinctive character of the significant stages of Riverside's history.

Implementing
Action: A.1.1. The City Council should request that the Cultural Heritage Board hold the necessary hearings to consider the recommended districts outlined in this report as Preservation Districts under the City's Cultural Resource Ordinance.

A.1.2. The City's policy of protecting historic resources should be reflected by appropriate changes in the zoning of the Downtown area to include a) rezoning to relate to current uses and b) prohibiting of manufactured housing to protect the historic character of the districts.

A.1.3. The findings of the Downtown Historic Preservation Study should be incorporated into an Historic Preservation Element of the City's General Plan in order to protect historic resources throughout the City.

Objective: B. To encourage the preservation of the integrity of historic architectural styles throughout the City by developing a design manual to identify predominant styles and means for modifying structures in keeping with these styles.

Objective: C. To promote the enhancement of areas designated as historic districts by developing design guidelines for modification of houses and buildings and infill of new construction within districts.

Objective: D. To promote the enhancement of historic districts by a design review process for new construction and modification of existing structures.

Policy: D.1 Extend planning, building and special services to recognize the special problems of historic structures to remove obstacles to rehabilitation where these exist, and to encourage productive uses of historic structures.

Implementing Action: D.1.1. The City should consider amending its zoning regulations to provide for maximum utilization of historic properties undergoing rehabilitation and/or expansion to include a review of existing variance procedures and processes.

D.1.2. The Building and Fire Departments should continue to evaluate safety needs in terms of the historic character of the structure and the City should consider the adoption of the Historical Building Code to reinforce the continuation of current policy.

D.1.3. The City should consider providing assistance for architectural, financial counseling, planning and preservation services to property owners and should review staffing requirements for these programs.

- D.1.4. The City should earmark tax increment funds gained from the increased property values and sales taxes of rehabbed structures in historic districts (where these are in redevelopment areas) to provide public capital improvements, and, possibly, other services or loan programs.
- D.1.5. The City should consider amending its zoning regulations to establish an Historic District Overlay Zone encompassing one or more of the adopted historic districts. The purpose of the overlay zone would be to establish appropriate height and setback limits and possibly sign regulations consistent with that which exist in the area at the time the district is formed (see Appendix C of the 1983 document).
- D.1.6. The City should evaluate current processing requirements and procedures of the Cultural Heritage Board and revise these, if needed, to accommodate the anticipated increased workload (see Appendix C of the 1983 document).
- D.1.7. The City should consider developing a Design Plan for the City Center District to coordinate rehabilitation efforts into a cohesive design to promote the economic growth of the commercial core of the City (see Appendix C of the 1983 document).

Objective:

- E. To provide for the protection of historic buildings through the implementation of incentive programs specifically designed to encourage rehabilitation and preservation.

Policy:

- E.1 Utilize Federal Tax Incentive programs and local financial incentives directed toward historic buildings to achieve revitalization of Downtown areas while maintaining the historic character of the area.

Implementing
Action:

- E.1.1. The City should begin the processing of district nominations for listing of National Register Districts and Certified Local Districts on the National Register of Historic Places. (If district's are to be processed sequentially, the timing and sequencing of this effort should be considered and determined on the basis of City policy.)
- E.1.2. The City should adopt a major financial assistance program based on several (or all) of the options described in the original report to extend low interest financing to property owners in historic districts.

- E.1.3. The City should work with property owners in nominated districts to explain the benefits of and requirements for Federal and local incentive programs.

V. Plan Proposed Districts

The Downtown Historic Districts Plan proposes seven local Preservation Districts, including three residential districts, two commercial districts, and two special thematic districts as follows:

- Residential: A. Mt. Rubidoux
 B. Mile Square East
 C. Mile Square West
- Commercial: D. Riverside City Center
 E. White park
- Thematic: F. Twogood Orange Grove Tract
 G. Citrus-industrial

These districts are described within this section and are spatially depicted in the "Downtown Historic Districts" Exhibit at the end of this summary. All districts would be eligible for local incentive programs and could spur revitalization of the downtown area. All or portions of the districts may also be eligible for national recognition as National Register Districts or Certified Local Historic Districts which provides eligibility for Federal tax incentive programs.

A. The Mt. Rubidoux District

Boundaries: Roughly Indian Hill Road (north and west) Ladera Lane (south) and Redwood Drive (east).

Existing and Planned Uses: The district remains largely as it was when originally conceived. Although some infill of newer homes has taken place, the Mt. Rubidoux district is still in use as single family estate homes. Many of the original splendid homes still exist and are well maintained. Existing zoning (R-1-65) and City plans for the area reinforce the continued single family use of the Mt. Rubidoux District.

District Objective: To encourage the preservation of this this architecturally and historically unique neighborhood and to assure that the Mt. Rubidoux district will continue to serve as the residential focal point of the Mile Square area. National Register status will provide an added pride and distinction to the neighborhood.

Type of District Recommended: National Register Historic District.

B. The Mile Square West District

Boundaries: Roughly Houghton Avenue (north), Redwood Drive (west) 13th Street (south) and Brockton Avenue/Almond Street (east).

Existing and Planned Uses: For the most part, the single family character of the properties within the district is still matched with single family usage of the homes. This serves as a great asset both to the existing quality of the neighborhood and to long term revitalization efforts. The district has strong readability as a residential neighborhood and gives a clear impression of pride of ownership. Street trees and landscaping also play an important role in neighborhood identity.

Although substantial portions of the district are currently zoned for two family or multifamily use, the area appears to be primarily in use for single family homes. The current Downtown Plan also designates the area from Seventh Street to the south for medium-high and high density residential use (areas to the north are designated medium-low density). The proposed Downtown Plan is more sensitive to the existing uses and recommends medium-low density use for all of the district except properties fronting on University Avenue which are designated for medium-high and high density residential use.

District Objective: To maintain and enhance the existing quality and character of single family housing by offering preservation incentives programs. The design guidelines for this district should place strong emphasis on retaining the existing scale and use of housing in combination with effective guidelines for compatible rehabilitation of existing units.

Type of District Recommended: Certified Local Historic District with the emphasis placed on proper rehabilitation of existing units.

C. The Mile Square East District

Boundaries: Roughly 1st Street (north), Orange Street (west), 5th Street (south) and Mulberry Street (east).

Existing and Planned Uses: The neighborhood contains many larger, older, single family residences, many of which appear to be in multi-family usage. While good examples from each architectural period still exist, they tend to be poorly maintained in this area. The current Downtown Plan proposed much of this area for a major shopping area which has encouraged investor owners to give minimal maintenance attention to their property in anticipation of demolition for more intense usage. The proposed Downtown Plan designates the area as medium-low density residential

use above 4th Street and high density residential use in the area between 4th and 5th. Most of the area is currently zoned R-3 (high density residential use).

District Objective: To protect the remaining residences in their neighborhood context while permitting an increase in densities in some areas within existing structures or in new construction for greater maximization of property use. New infill development will be guided to be of a compatible size, scale and style with the older residences to retain the quality of the streetscape.

Type of District Recommended: Certified Local Historic District with special provisions: 1) to accommodate multi-family use where permitted by the proposed Plan within larger buildings, and 2) to establish strict guidelines for new development on vacant lots.

D. The City Center District

Boundaries: Irregular, but generally 6th Street (north), 9th Street (south), Main and Market Streets (west) and the Riverside Freeway (east).

Existing and Planned Uses: The extensive number of storefront remodelings and non-historic facade treatments have obscured the historic fabric of the area and contributed to a lack of uniform image for the City Center area. The lack of a cohesive image for the City Center has been emphasized by some of the large scale new construction adjacent to the Mall area. Many of the older buildings are poorly maintained and some of the retail shops or second-floor offices are vacant. Consistent with both traditional and existing uses in the district, the area is zoned primarily for General Commercial (C-3) and Official (O) uses. Both the current and the proposed Downtown Plans generally reinforce these uses.

The location and uses of the City Center district provides numerous opportunities for revitalization. The City Center district is located near several important employment generators that can become the economic stimulus to revitalization, notably, City Hall, the County offices and new office towers. In addition, the Mission Inn complex, the civic auditorium, and Raincross Square can also provide a demand for services that could be located in an attractive historic City Center District. Further, the lower rental structure of the district is optimum for the location of retail service businesses. Uniting the area with an historic theme could provide a key to the increased economic viability of the City Center district made possible with the location of major employment and visitor uses nearby.

District Objective: To provide economic and social revitalization of the historic retail, commercial and Civic core of the City through the use of an historic identity and provision of tax and financial incentive programs.

Type of District Recommended: National Register Historic District.

E. The White Park District

Boundaries: Roughly White Park and 9th Street (north), Brockton Street (west), 13th Street (south) and the rear of buildings fronting on Market Street (east).

Existing and Planned Uses: New office development has been encroaching on the neighborhood in recent years and some of the existing older homes have been converted to office use. The development standards, including height, bulk and setback, for the new buildings appear to be quite different from those exercised when the neighborhood first came into being.

The neighborhood has well defined boundaries due to the surrounding major arterials and, therefore, has the potential to become a special and separate entity. The large opulent homes lend themselves to potential conversion to office-professional uses which would coincide with the trend developing in the neighborhood. The presence of White Park provides a special identity opportunity.

The existing zoning for much of this district is Restricted Office (RO) which permits both residential use and a variety of professional or service offices. Both the current and the proposed Downtown Plans encourage office use of this area.

District Objective: To create an opportunity where Federal tax incentive programs can be used as an attractive incentive to spur revitalization of an architecturally significant neighborhood, while at the same time meet the growing demand for office space in downtown Riverside.

Type of District Recommended: Certified Local Historic District based on the potential for either residential or professional office uses of the homes.

F. The Twogood Orange Grove Tract

Boundaries: Roughly 14th Street (north), Main Street (west), Prospect Avenue (south), and Mulberry Street (east).

Existing and Planned Uses: Although most of the remaining pre-1940 homes are in residential use, much of the original fabric of the neighborhood has been eroded by the expansion of commercial uses and related off-street parking uses on the south side of 14th Street. Parking uses extend to Prospect Avenue in the block between Lemon and Orange Grove Streets and therefore divide the area into two separate components.

What was once a concentrated district of large, ample homes has become a poorly maintained neighborhood as high density zoning (R-3, CO and C-3) has caused a transition from owner occupancy to investor ownership. Both the current and the proposed Downtown Plans designate most of the district for high density residential use and for retail business and office uses.

District Objective: To protect the most significant of the remaining residences without restricting the renewal of adjacent properties.

Type of District Recommended: A Thematic District with an emphasis on facade preservation of significant Victorian structures. While these homes are not geographically concentrated to form a Nation Register District, many probably would qualify individually for listing on the National Register.

G. The Citrus-Industrial Thematic District

Boundaries: Roughly 1st Street (north), The Riverside Freeway (S.R. 91) (west), 12th Street (south) and the Santa Fe Railroad Tracks (east).

Existing and Planned Uses: Due to the presence of the various railroad tracks and current manufacturing zoning, long term industrial use of this area is almost certain. Both the current and the proposed Downtown Plan designate the western portions of this district for parking uses. While the area may change, the potential exists for retaining those elements which have contributed to the industrial and economic evolution of Riverside.

District Objective: To provide an incentive mechanism to encourage preservation of architectural elements important to the citrus industry in Riverside.

Type of District Recommended: A thematic district with an emphasis on facade preservation of a few selected structures rather than density regulations affecting all properties within the district.

DOWNTOWN HISTORIC DISTRICTS PLAN

LEGEND



1. Mt. Rubidoux
2. Mile Square West
3. Mile Square East
4. Riverside City Center
5. White Park
6. Twogood
7. Citrus Industrial

RECOMMENDED DISTRICTS



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

DOWNTOWN

DOWNTOWN PLAN SUMMARY

I. Introduction

The Downtown Plan was prepared by the City of Riverside Staff in 1981 and adopted in September 1982. The Downtown Plan study area is bounded by the Tequesquite Arroyo on the south, Redwood Drive on the west, First Street on the north and the Riverside Freeway on the east. The Downtown Study area is surrounded by the community planning areas of the North Side, N.E. Industrial, Eastside and Magnolia Center) and unincorporated County land to the west.

II. Issues

This section will include a summary of conditions as they existed during preparation of the 1981 Plan.

A. Land Use

A survey of the Downtown area reveals major buildings, both public and private, and other land uses which are young enough, or old enough, or large enough, or important enough that they must be retained and utilized as the basis upon which the land use plan is developed. They would include: the City Hall, Museum, Library, Post Office, Civic Auditorium, Mission Inn, Art Center, old City Hall, Universalist-Unitarian Church, the County Government complex, both Security Pacific facilities (Fourteenth Street Branch and Regional Headquarters), Bank of America, Security Title, Safeco Title, First American Title, Crocker Citizens, Riverside Unified and Riverside County School Offices, Grant School, Bryant School, Pacific Telephone, the Congregational Church, the First Church of Christ Scientist, Rubidoux Manor, Plymouth Tower, St. Francis Church and School, Press Enterprise, the Main Street Mall, White Park and Raincross Square.

Two major demolitions have occurred recently in the Downtown. These redevelopment projects are to make way for new retail office complexes. One, the Mission Square Project, is to be located in the block bounded by University Avenue, the Mall, Ninth Street and Market Street. The other, Mission Financial Center, is bounded by Fifth Street, the Riverside Freeway, Seventh Street and Lime Street. All of the buildings at both sites have been removed with the exception of the Citrus Exchange on Seventh Street, which is being incorporated into the project. The Mission Square project is now in abeyance because of adverse economic factors, but the Mission Financial Center is progressing towards completion.

In addition, several other major projects are under construction or in the planning stage. New office buildings are being constructed in the area between Brockton Avenue and Market Street south of 10th Street. Construction has also commenced on the multi-story Riverside Center office project, formerly the City owned parking lot bounded by Lime Street, 10th Street, Lemon Street and 9th Street. Finally the Press Enterprise Company has plans for major expansion in the block directly south of their facility on 14th Street. The combined effect of these projects marks the turn-around of economic activity in the Downtown.

The remaining large blocks of land roughly comprise the other sections of the study area. Some development patterns can be observed, such as in the southwest section, which is primarily medical-professional, the southeast section, which is mostly professional with backup from the County Government Center, the northeast section, which is residential, deteriorating progressively as it nears the freeway, and the northwest, which is basically well kept residential.

B. Physical Environment

Downtown Riverside is topographically level, with Mt. Rubidoux producing a close visual focus to the west, and Box Springs Mountain a dominant focus to the east. A major arroyo bounds the southerly limit of downtown. Fairmount Park provides, partially, a natural boundary to the north. From the taller structures one can see the San Bernardino Mountains, Mt. San Geronio, and the Cleveland National Forest. These outward vistas are coupled with views toward the Downtown area from Box Springs grade, Alessandro Boulevard, Mt. Rubidoux and from the elevated portions of the Riverside Freeway.

Internally the visual atmosphere is enhanced by the proliferation of street trees, by White park, by the Museum, the Mission Inn, Art Center, Post Office, and the Court House, to mention some of the older and respected landmarks.

The entrances into the downtown area are not distinguished by beauty or by noticeable convenience. The freeway entrances are below present-day design standards and many of the surface street entrances pass through depressed visual and economic areas. The Fairmount Park area has great visual potential which has not been utilized. The old Seventh Street entrance from Rubidoux under the bridge, a beautiful gateway, is little used and has been supplanted by the new bridge and Route 60. The Palm, Olivewood, and Fourteenth Street entrances are nondescript, with the Magnolia entrance by De Anza Park as the only visually appealing gateway to Downtown.

The condition of residential structures in the Downtown has been improving in recent years. Although there still exists some structures in deteriorating or dilapidated states, much has been accomplished towards rehabilitation, mainly as a result of inflated housing prices and the relative affordability of older homes. Governmental and professional buildings located in the Downtown area are generally in good physical condition.

Although the townspeople regard the basic architectural character of Downtown Riverside as "Mission," and/or "Mediterranean," it is very difficult to objectively support this contention. Such major structures as County Hall of Records, Crocker Bank, Public Library, Fire Station, Mt. Rubidoux Manor, Plymouth Tower, Pacific Telephone, Security Pacific National Bank, County Health and Finance, the Law Library, City Hall and Raincross do not fit into the Mission mold.

The charm attributed to the "Mission/Mediterranean" styles is observed along the Mall, by the rain cross light fixtures on University Avenue and by the shade and beauty generated by the large old street trees throughout many areas of downtown.

In summary, the physical environment has been greatly affected by the exodus of merchants to peripheral regional shopping centers and to the Auto Center. This has depressed commercial activity and left the Downtown a mixture of deterioration and new activity, the latter being mainly in the governmental and professional sectors. However, revitalization appears to have begun, evidenced by recent increases in population and the commencement of certain redevelopment projects.

C. Access Circulation

The entire study area is crisscrossed with a grid system of streets forming a pattern of small blocks approximately 330 feet long. One-third of the study area is dedicated to streets and circulation. In general, circulation in the Downtown area is good. Improvements are needed in the area of the 14th Street on-ramps and some other locations in order to reduce peak hour congestion. The amount of land dedicated to streets and circulation in the commercial Downtown appears to be excessive. As redevelopment occurs, efforts should be made to reconstruct a number of streets into service roads and pedestrian ways. The speed of travel is relatively slow and the accident rate is below national average.

In summary, the existing access and circulation system through the Downtown served the area well in the past. Adjustments are proposed at specific locations in order to reduce peak hour congestion problems and to accommodate anticipated growth of various sectors of the Downtown.

D. Parking

There is an uneven and inefficient distribution of parking spaces in the Downtown. Primarily the area around the City Hall and Court House and the area around the Mission Inn have the greatest deficiencies with respect to parking space availability. Presently, much of the parking is provided by the City. There are plans underway which will help alleviate the parking problems of today. In December 1980, the City Council adopted a study entitled "Downtown Transportation Alternatives Study." This study analyzed the current parking conditions in downtown and made some very specific recommendations as to actions which should be taken relative to parking.

E. Downtown Image

By and large the residential section located westerly of the core is an attractive adjunct to the nonresidential development. Preservation activities in this and other residential areas have and will continue to upgrade the Downtown. Lower residential densities proposed by the new plan, actions proposed by the Cultural Heritage Board, rehabilitation and renovation assistance by the Redevelopment Agency and the efforts of homeowners, many being young, first time house buyers who find older, fix up houses more affordable than newer suburban houses, all tend to revitalize Downtown residential areas. Contributing to the attractiveness of these neighborhoods are the relatively narrow but adequate streets lined for the most part with mature overhanging trees.

The unique character and charm of these streets carries over into non-residential areas. Orange and Lemon Streets, northerly of Fourteenth Street are examples as are the streets in the area bounded by Fourteenth Street, Brockton Avenue, University Avenue and Market Street. Rehabilitation and conversion of older houses to offices and the construction of new one and two story office buildings on these narrow, tree-lined streets help to retain some of the charm and flavor of old Riverside.

Another interesting streetscape in the Downtown is provided by the Mall in the Mission Inn block between Sixth and Seventh Streets. The Inn itself, of course, is visually interesting partly because it has varying

setbacks and different architectural styles. The buildings across from the Inn while completely different in style, nevertheless, complement the Inn and provide visual interest. The Mall appears less wide in this block, perhaps because of the height of the adjacent buildings and the fact that a portion of the Inn does extend into the Mall. Also shop and offices entrances in this block are right at the sidewalk, readily accessible and seem to invite one in to browse and shop.

It seems that the salient character of these attractive environments is that they have a spatial and structural scale that is compatible with the observer. In other words, they exist at the human scale and can be called people-oriented environments. This is important because there is a sensed relationship between man and his environment and the relationship can be warm and comfortable or cold and alien. Human scale in architecture and urban design does not necessarily mean small. The Mission Inn is not small, but it is comfortable to be around.

The Mission Inn, long recognized as a communitywide asset, is really the focal point for Downtown and the City. It is one of the main attractions of Downtown that brings people in for other than business purposes. The Inn's specialty shops and those in its vicinity attract a much wider clientele than just the daily workers in the area. These shops and the Inn's hotel facilities, including dining room and bars, could be an important link between day and night time occupancy of the Downtown. Raincross Square, the Main Library, the Museum, the Municipal Auditorium and Art Center also are attractions drawing a night time population which is an important expansion of the downtown's function. It is unfortunate that the core area is currently seen, in the main, as an area of day time activity with only special activities at night time. It is also unfortunate that the large day time population working in the Downtown is not better served by retail shops.

There are reasons, however, to be optimistic in these regards. The first of these are current plans by private developers, assisted by the Redevelopment Agency, to develop several large new commercial, restaurant and office facilities. The City's recently initiated maintenance and clean-up program for public areas is another. It is hoped these efforts will encourage improved housekeeping in the private sector as well as promote a clean, attractive environment. The recent publication of the Downtown Transportation Alternatives Study by Wilber Smith and Associates will probably result

in the provision of more close-in parking being made available for shoppers and other short-term visitors. The Smith report also recommends greater police surveillance of the parking garages, especially at night. A greater sense of personal safety is essential in the promotion of Downtown visits.

Although the Mission Inn is seen as the focal point of Downtown, there are other interesting buildings which are assets from out of the past. These include amongst others, the Art Center, the Municipal Auditorium, the Congregational and Unitarian Churches, the Museum and the old City Hall, all along Seventh Street between the Mall and Lime Street. Also, often cited as attractive structures are the two arched and arcaded buildings at the southerly corners of University Avenue and Orange Street. These two buildings and others involve a design that clearly exhibits the value of relating form and function. The arcades provide covered sidewalks for pedestrians, utilize air space above the sidewalk for office space and the arches provide unique access, both physically and visually between the walkway and street.

There is too much of value remaining from the past in Downtown to start over and build anew and there are also older structures that for one reason or another should be removed and replaced with new. If new and remodeled buildings are designed to achieve harmony in relationship to the surrounding environment, the resulting diversity can be an asset to Downtown.

III. Goals

Downtown is the key to the future of Riverside as a good and distinctive city. The Plan for Downtown is meant to guide its evolution into a regional economic, governmental and cultural center. The central theme and reason for the plan is to revitalize the City center through strengthening the following functions:

- Financial-Economic
- Governmental
- Professional
- Cultural-Community
- Hospital-Medical
- Specialty Commerce
- Hotel-Restaurant
- Residential
- Historic Preservation
- Transportation Interchange

IV. Objectives, Policies and Implementing Actions

The 1981 Downtown Plan did not include specific objectives and policies. Due to the limited area and specific nature of the goals, only implementing actions were recommended. These included five major projects and a list of specific actions for specific problems. These are included within this section.

A. Market Street

- A.1.1. The redevelopment of Market Street should be accomplished by a variety of techniques, but specifically by the use of the Housing and Community Development Program, the City's redevelopment program and various other programs.

B. Downtown Preservation

B.1 Historic Preservation

- B.1.1. The implementing actions in the Downtown Historic Districts Plan Summary should be undertaken.

B.2 Neighborhood Preservation

- B.2.1. The Plan identifies a nine block area bounded by First Street, the Riverside Freeway, Fourth Street and Orange Street, which would serve as a demonstration project for neighborhood preservation.

The preservation program, as envisioned by the Plan, would focus a number of specific programs for this area to determine whether a concentrated effort can upgrade an entire neighborhood. A neighborhood committee consisting of residents in the area should be established to give direction and assist in the planning and revitalization effort. Programs such as HCD, CETA, Neighborhood Watch, and Housing Rehabilitation would be applied in the area. Because funds are limited for such programs, the impact of scattering these funds throughout the Downtown would not be as significant as would be the impact of concentrating on one area. This program, after several years of effort, should be evaluated to determine if the desired results are being achieved.

Implementing
Action:

C. Performing Arts Center

- C.1.1. Based on the study completed by the Brown & Rawdon and Parkin firms, it is recommended that the City proceed with a Raincross '80 type facility. Given the construction of such a project alone, the City would have to create the annual debt service payment out of new sources. It is recommended that the City seek proposals from the private sector to develop the office/theater complex which, due to taxes paid by the developer, would possibly decrease the annual amount required of the City. Prior to seeking these proposals, the City, though, would have to make a commitment to pay the annual lease payment for the theater.

D. County of Riverside Civic Center Plan

- D.1.1. The County's Civic Center Plan is an ambitious one and basically one which should be supported by the City. The Plan goes a long way in solving many of the problems in that particular area.

The Civic Center Plan, as it now exists, would require City assistance (i.e., relocation of police building) but because of the positive effect, the City should cooperate and assist in the County's efforts.

E. Parking

- E.1.1. It is recommended that the responsibility for providing parking in Downtown Riverside be transferred in large part from the City to the property owner. Currently, City ordinance and redevelopment plans allow for waivers, and it is suggested these requirements be changed so as to require the property owner to provide parking. Further, in order to fully implement the proposed parking policy, it is recommended that Section 19.74.110 of the Municipal Code, which exempts portions of the Downtown from off-street parking requirements, be repealed and the Redevelopment Plan for the Riverside Mall and White Park Redevelopment Project be amended accordingly. The existing City code establishes a waiver procedure for parking requirements which in general says that a development cost per square foot be established for parking by the City and any waiver of spaces would require the developer to pay the City that amount of money (i.e. \$17 per sq. ft. X 350 sq. ft. = \$6,000 per space). This money could then be used to develop needed parking in the Downtown.

RECENT AND CURRENT ACTIONS TO RECTIFY
PROBLEMS IN THE DOWNTOWN AREA

PROBLEM

ACTION

- | | |
|--------------------------------------|--|
| 1. Downtown Congestion | a. Signal Betterment Project to begin in 1981-82. |
| 2. Parking Shortage | a. Recently completed the Downtown Transportation Alternatives Study.

b. Recently completed parking lots: 173 spaces at Third and Market, 40 spaces at Ninth and Main Streets, 40 spaces at Fifth and Main Streets.

c. Recently installed additional diagonal parking on Main Street to increase parking capacity. |
| 3. Pedestrian Safety | a. Recently completed Pedestrian Overcrossing of Lime Street at Eleventh Street.

b. Recently constructed handicapped ramps at intersections. |
| 4. Reliance on Automobile | a. Parking fee for City employees.

b. Experimentation with a bus pass subsidy for City employees.

c. Recently increased parking fees in public lots and garages; increased parking fees; and imposed additional time limits on curb parking.

d. Recently, in participation with Caltrans, installed bicycle lockers at City Hall, Police Station and at Third and Market Streets. |
| 5. Bus Terminal Condition & Capacity | a. Redevelopment Agency will construct new bus station in 1981-82. |
| 6. Downtown Appearance | a. Removed parking meter posts.

b. Recently landscaped and rehabilitated several parking lots and will do several more in 1981-82.

c. Downtown Clean Up Project.

d. Garages 1 and 2 were recently painted and repaired. |

- | | |
|--|--|
| 7. Deterioration of Curb & Gutter, Sidewalks, and Asphalt Pavement | a. On-going repair by Public Works Department. |
|--|--|

ACTIONS SUGGESTED IN NEXT FIVE YEARS TO RECTIFY
PROBLEMS IN THE DOWNTOWN AREA

PROBLEM

ACTION

- | | |
|---|--|
| 1. Short radius curb returns at Seventh and University and replacement of surface drains at selected locations. | a. Reconstruct returns and replace surface drains. |
| 2. Parking Shortage | <ul style="list-style-type: none"> a. Consider building new parking garages to be paid for by assessment district with possible City participation. b. Require private developers to provide parking per code. c. Increase capacity at Third and Market Streets and consider establishing parking at Seventh and Mulberry Streets. d. New garage by City in conjunction with performing Arts Center. e. Encourage employee bus use by private employers. f. Active promotion of ridesharing. |
| 3. Congestion worsened by on-street parking and obsolete traffic signals. | <ul style="list-style-type: none"> a. Revise islands at Orange and Fourteenth to provide 2-lane left turn at Fourteenth. b. Delete parking on Seventh Street to provide westbound left turn at Orange Street. c. Delete parking on University Avenue to provide westbound left turn lane at Orange, and a right turn on Lime at University. |

- d. Reprogram traffic signal timing and turning movements to reflect traffic changes.
- 4. Congestion on Fourteenth Street and Access to Freeway
 - a. Widen Fourteenth Street from Lemon to Lime (north and south sides).
 - b. Southbound onramp relocation to Prospect Avenue and lengthen Cridge Street Bridge.
- 5. Main Street, Fourteenth and Magnolia Intersection (5 point)
 - a. Close Magnolia from Market to Fourteenth. Widen Market and Fourteenth at De Anza Park.
- 6. Freeway northbound offramp at Fourteenth Street.
 - a. Revise intersection to provide left turn option in all three lanes rather than the existing two.
- 7. Large percentage of coincident work hours.
 - a. Staggered work hours.
 - b. Flextime.
 - c. 9-80 (9 hour days).
 - d. 4-10 (10 hour days).
- 8. Congestion on University Avenue, Mulberry to Lime, and on Lime Street from University to Ninth Street. (Problem associated with freeway onramp at Ninth Street)
 - a. Traffic Signal at Lime and Ninth Streets.
- 9. Rehabilitation of existing private parking lots not meeting City standards.
 - Change code to require:
 - a. landscaping, and
 - b. filling old curb cuts.
- 10. Deterioration of curb and gutter and sidewalks.
 - a. Require maintenance under 1911 Act.

V. Land Use Plan

This 1984 Summary includes a Land Use Plan map as amended through Spring, 1984. A discussion of land use as described in the Downtown Plan follows:

A. Residential

There are certain distinct areas within the Downtown that the Plan reserves for residential uses. They vary in character and density primarily based upon existing uses and the present condition of existing structures. The following are summaries of general areas designated for residential uses as shown on the Plan map.

The area west of the Brockton Avenue frontage is now proposed for Medium Low Density Residential (average 4 dwelling units per gross acre) use with the exception of properties fronting on University Avenue which are designated as High and Medium High Density Residential (Average 20 dwelling units and 12 dwelling units per acre respectively). These residential land use designations reflect the existing character and condition of structures in the area.

The area between Fifth Street and one half block south of Sixth Street fronting on Brockton Avenue is shown for residential uses. The block between Fifth and Sixth Streets is shown for Medium Low Density Residential and the area south of Sixth Street is shown for Medium high Density Residential.

The area north of and overlooking Riverside City College along Prospect and Fifteenth Streets is substantially shown for High Density Residential uses. The intent being to provide affordable housing to young people associated with RCC as well as those who wish to live close to the governmental, commercial and medical core of the Downtown. To the eastern portion of this area, however, from Olivewood Avenue and Mulberry Street southerly of Kane Street, a new designation is proposed that would incorporate offices with apartments. The purpose of this new designation is to provide both a pool of apartment units close to Downtown and the RCC campus as well as provide an additional area of growth for offices adjacent to a major traffic corridor serving Downtown (Olivewood Avenue).

The area bounded by First Street, the Riverside Freeway, Fourth Street and Orange Street is shown for Medium Low Density Residential uses since existing development is at this density range and the Charles Hall Page and Associates list of structures in the downtown shows a concentration of architecturally significant older dwellings in the area. This area is also the site of a proposed demonstration neighborhood preservation project.

The two and one half blocks bounded by Fourth Street, the Riverside Freeway, Fifth Street and Lemon Street are proposed to be designated as High Density Residential. Currently this area does not have a significant concentration of historical structures and can provide, with the adjacent blocks shown for High Density Residential development, for a close-in multiple family district.

The area bounded by First Street, Orange Street, Third Street and Market Street presently contains marginal or vacant commercial properties and old single-family or converted single-family dwellings. The Plan proposes this area for High Density Residential uses, which would build upon the existing multi-family base by providing additional close-in apartment units as well as providing an identifiable edge to existing and planned commercial development to the south.

The other area of distinctly residential character is bounded by First Street, Fairmount Boulevard, Sixth Street and Brockton Avenue. It is proposed that this area be shown for Medium Low Density Residential north of Fourth Street and High Density Residential south of Fourth Street. Also, in light of the Plan policy that parking is to be provided privately, a Parking designation is proposed to be replaced with High Density Residential on Sixth Street between Chestnut Avenue and Brockton Avenue. Primarily, these proposed designations reflect existing development in the area.

The remaining land designated for residential uses in the Downtown is reserved for high density uses. Again these areas are designated to reflect existing land use and provide for multiple family close in to the Downtown.

B. Public and Institutional

City Government: The existing City Hall satisfies the present and future needs of City government. The City Hall provides an anchor to the south end of the Downtown Mall at Tenth and Main Streets and bridges it allowing the Mall pedestrian ingress and egress. The Hall is well located with respect to County and other governmental centers.

The existing Police Building and its site at Eleventh and Orange Streets, however, are inadequate in size to serve current and projected needs. The County of Riverside has included this facility as part of their Civic Center Plan for use by the Sheriff's Department. A new police facility is proposed to be established at the southeasterly corner of Eleventh and Market Streets.

County Government: The County now has some twenty acres of Downtown property, which is about all that is needed in the foreseeable future except for the planned acquisition of the City Police Building mentioned above.

The County provides employee parking in the block bounded by Ninth Street, the Riverside Freeway, Twelfth Street and Lime Street, and in the block bounded by Tenth Street, Lime Street, Thirteenth Street and Lemon Street. These facilities will not require any additional land acquisition.

Growth in county population will, by law, call for additional Superior Courts which need to be adjacent to the present facilities. A location south of the existing Courthouse in the block bounded by Eleventh, Orange, Twelfth and Main Streets is proposed for the construction of new court facilities.

The Law Library and 14-story County Administrative Center all seem to be sufficient to serve adequately for many years.

State and Federal: The State of California has no long range studies underway or planned at this time for State facilities in the Riverside area. Much of the State functions in Riverside are outside of the Downtown area are not germane to this report--the University of California, Riverside, the School for the Deaf, the Armory, Caltrans' Maintenance Station, the Highway Patrol and the Motor Vehicle Department. The remaining space, some leased and some state owned, adds up to approximately 46,000 square feet. Some 24,000 square feet of that total is already in state owned space and could not practically be considered relocatable. The remaining 22,000 square feet could reasonably be consolidated in the Downtown area, as a part of the governmental complex.

The Federal Government on the other hand has expressed a desire over the past several years to construct a multi-story federal office building Downtown. There are several sites within the Downtown which could accommodate a Federal Building depending on its ultimate size. Specific site selection will occur when construction of a Federal Building is closer at hand.

Riverside Unified School District: The District's administrative office building located on the southeasterly corner of Fourteenth Street and Olivewood Avenue is reported to be adequate for the foreseeable future by District officials. They advise, however, that additional land will be needed for parking in the future.

District officials advise that both Grant and Bryant Elementary Schools lack sufficient area to meet current district standards but that there are no land acquisition plans in the near future, primarily because of the lack of

available vacant land. While the need for expansion is greater at Bryant School and the existing Plan designates the block south of the school for parks and playground purposes, District officials advise that they have no plans to acquire a block of single family homes requiring the relocation of a number of families.

The Riverside Unified School District's decision several years ago to continue the operation of Central Middle School, located immediately south of Tequesquite Avenue and easily accessible to students living downtown is of major importance to the renaissance of the Mile Square. In fact, the schools, including City College, provide a most viable backbone for strong residential growth in the area.

C. Raincross Square

Raincross Square provides a cultural and convention "anchor" to the north end of the Mall, a counterpoint to the City Hall "anchor" at the south end. The site selection decision for both Raincross Square and the City Hall was made several years ago and has been one of the accepted and accommodated elements of this Downtown Plan.

What remains to be established in the Raincross Square complex is a Performing Arts Center capable of seating a large number of people. There is sufficient area within the existing Raincross Square site to provide for the Performing Arts Center, as well as a long planned hotel-restaurant complex or similar activity complementary to Raincross Square.

D. The Mission Inn

The Mission Inn represents the most distinctive architectural and cultural complex Riverside has to offer. It is advocated here that continuing support be offered to the Mission Inn by both the City Government and the Redevelopment Agency.

Ultimately, the Inn can supplement the Raincross development with Ghirardelli type shops, stores, cafes, art fairs, street musicians, special holiday activities (Cinco de Mayo for example) and parking.

The City can encourage use by permitting free parking on weekends and evenings.

E. Municipal Auditorium and Old City Hall

Both of these buildings represent an architectural heritage which should not be lost. The old City Hall is now used for private commercial purposes, and the proposed Plan designates it as Retail Business and Office to reflect its current use.

After reviewing the "Performing Arts Center Feasibility Study" prepared by Brown and Rawdon and Parking Architects, it has been determined that the Municipal Auditorium is presently inadequate for large gatherings and far too expensive to recondition. It could, however, serve adequately for a youth theatre, rehearsal hall, or as art exhibit space supplementing the space existing in the adjacent Art Association building.

F. Commercial and Professional

The plan for commercial and professional land uses in the main reflects and builds upon existing or developing uses. The Plan recognizes areas in the Downtown where commercial and professional entities have tended to concentrate. For example, the finance-pedestrian oriented specialty shop area along the Mall, the professional medical clinic area north of the hospital and the commercial and office institutions along Fourteenth Street.

Where the Plan designates commercial uses for areas currently devoted to other uses, this is to reflect redevelopment projects that are either currently underway or are well into the planning stage, such as the Mission Financial Center commercial/office development in the area bounded by Fifth Street, the Riverside Freeway, Seventh Street and Lime Street.

Another area which is a change from the existing uses is the easterly side of Fairmount Boulevard extending from First Street to about Seventh Street. In order to protect existing and future residential development on the westerly side of Fairmount Boulevard from the potential adverse impacts of nearby commercial development (noise, traffic and the like), it is proposed that future commercial development between Fairmount Boulevard and Market Street be oriented towards Market Street with access limited to Market Street or intersecting side streets. Access should not be permitted directly to Fairmount Boulevard. Development of this area in such commercial uses as hotel, motel, restaurant, cafe and entertainment would provide support for Raincross Square and the financial-business uses on the mall.

The Mall between Raincross Square and City Hall, with the impetus provided by Security Pacific's high rise office building, will inevitably attract other financial institutions and related business. The increase of major activity will support specialty shops, stores and other services. The Mall is most attractive and, when supported with sufficient and convenient parking, the renewed activity will provide rejuvenation.

In the area generally between Brockton Avenue and Market Street, south of 10th Street, considerable new office development can be seen. Similar quality office development has occurred on 14th Street. The plan designates these areas as Offices Only and simply reflects the rapidly developing high quality offices in this area.

G. Parks and Open Space

The Plan calls for continuation of street tree plantings and continuation of plantings in the pedestrian ways resulting from any street closures.

The Plan does not designate any area for new parks nor any area for the expansion of existing parks.

DOWNTOWN

LEGEND



* Sub-categories listed below

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

1. Citrus Residential 5
2. Citrus Residential 2
3. Very Low Density C/Open Space
4. Very Low Density B
5. Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

1. Very Low Density 1 acre
2. Very Low Density A
3. Low Density
4. Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

1. Medium High Density
2. High Density
3. High Density/Offices

INDUSTRIAL

1. Industrial Park
2. Low Density
3. High Density
4. Air Industrial

OPEN SPACE/PARKS

1. Public Park
2. Natural Arroyo
3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below

- 1 The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community.
- 2 City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Park(way), and G - Golf Course.
- 3 Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station.

LAND USE PLAN

1" equals 2000'





CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

EASTSIDE

EASTSIDE COMMUNITY PLAN SUMMARY

I. Introduction

The Eastside Community Plan study area is bounded by Third Street on the North, Chicago Avenue on the East, Arroyo Canyon on the South and the Riverside Freeway on the West. The Eastside Community Plan was prepared in 1974 for the City of Riverside by DeVonne W. Armstrong Company.

The original report was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

II. Issues

This section summarizes the issues outlined in the Eastside Community Plan. They are based upon conditions as they existed at the time of original document adoption in 1974.

A. Population

The racial-ethnic population of the Eastside Study Area can only be characterized as multi-ethnic, which is in contrast to the rest of the City. For the City as a whole, 80.3% of the population is Anglo, 5.2% Black and 12.7% Chicano. In contrast, of the 12,469 people living in the Eastside Study Area, 41.7% are Anglo (5,198), 33.5% (4,182) Black, and 24.8% (3,089) Chicano.

B. Housing

Housing in the Eastside Study Area is primarily of pre-World War II vintage. This is in contrast to the City as a whole whose current housing was built about equally during the pre-1940, 1940-1959 and 1960 and years. Housing condition in the Eastside corresponds with the old age of housing. Similarly, street and sidewalk deficiencies correspond quite closely to poor housing conditions. Thus, not too surprisingly, Eastside Study Area residents repeatedly reported that "housing improvement" and "code enforcement" was needed as was the upkeep by the City of the sidewalks, curbs, and streets. Similarly, repeated comments were made to the effect that the City should landscape its property in the Eastside Study Area, assist the residents in "area beautification," and in "general cleanup" to help overcome some of the blight that currently exists in some parts of the Eastside Study Area.

Only about one-third to one-fourth of the housing units in the Eastside are owner occupied. This is in contrast to the City as a whole with almost three of every five units being occupied by owners. Thus, it is clear that Eastside Study area residents are much less likely than other residents of the City of Riverside to be living in their own home. Also, it should be noted that most of the homeowners in the Eastside Study Area are Anglos and that the Black and Chicano populations primarily are renters.

C. Socio-Economic Factors

Employment: The labor force in the Eastside Study Area is at the lower end of occupational levels -- primarily in the "laborers and service worker" categories. This is in contrast to the City as a whole which has almost one out of very three workers employed in the "professional and managerial" categories. Residents of the Eastside Study Area stressed their needs for more "employment opportunities," for "business to locate in the Eastside and to employ Eastside residents," "summer employment for young people," and "more effective City Affirmative Action programs," and in entrance employment opportunities and in job advancement.

Income: In the Eastside Study Area the percentage of families with poverty level incomes is much higher than the city average; overall about one out of every four families living in the Eastside Study Area has a poverty level income, however, in several of the areas, over forty percent of families have poverty level incomes.

Given these conditions, it is not surprising that residents report "dire needs" and report a desire for better economic opportunities.

D. Land Use

Except for some recommendations made in the body of this report, basic agreement with the existing General Plan and zoning emerged during the Eastside Study. The single area of exception was a deemphasis on large multiple family development.

E. Public Facilities

During the process of the Eastside Study, a number of concerns were expressed by the Citizens Advisory Committee, citizens participating in the workshops, businesses surveyed, students at North High and by various individuals. These various concerns were evaluated and a number of recommendations were developed related to the following areas:

- o community coordinator;
- o day care centers;
- o community service center; and
- o recreational opportunities.

F. Streets and Transportation

The Community Plan contains a discussion of the following transportation related topics: (1) traffic safety, (2) street repairs, (3) street alterations, (4) traffic patterns, (5) private automobile ownership, and (6) public transportation.

G. Health

In any geographical area with a large percent of disadvantaged or poverty level people, health services are often inadequate. When services are provided, people often need special information, or, if you will, counseling, in order to understand how best to use those services.

The residents of the Eastside Study Area need and desire health services. The Eastside is an area of many disadvantaged individuals, many of whom are living below the poverty level. Although family planning and child health clinics are available in the Eastside Study Area, transportation to other types of clinics is a problem.

H. Public Safety

It is clear from citizens workshops, discussions by the Citizen Advisory Committee, and from reports by individuals and the mass media over the past few years, that one of the major concerns in Riverside is the relationship between the police and citizens. Based upon statistics for crimes that have occurred in the Eastside Study Area, it appears that Eastside residents need more adequate protection, especially in regard to felonies against persons.

I. Communication

While the emphasis citizens and citizen groups placed upon police community relations was anticipated and ultimately had to be dealt with in this report, because of the intensity of feelings of Eastside Study Area residents, the focus and strength of feelings about the lack of communications between citizens and their local government was not anticipated. However, time and time again discussions came back to the issue of how individual private citizens could communicate with and receive action

from the local government. A number of recommendations evolved in the process of the Eastside Study regarding the establishment of more effective communication between citizens and their local government.

III. Goals

The 1974 Plan lists the following goals for the Eastside Community. The City shall seek:

- o To provide guidelines for future public planning and policy decisions, and to develop standards to encourage growth consistent with the environmental and social objectives of the residents of the Eastside Study Area.
- o To support the cultural pluralism and individual differences which exist within the Eastside Community.
- o To involve the residents in the Eastside Study Area in all decisions regarding matters which affect them.
- o To insure that the use of all land in the Eastside Study Area will create an environment compatible to the needs and desires of its residents.
- o To insure that every citizen in the Eastside Study Area has adequate housing.
- o To develop and upgrade the Eastside Study Area by achieving maximum community support for the continuance and use of Urban Redevelopment and other programs.
- o To guarantee that every family and individual living in the Eastside Study Area has the means to live above the poverty level.
- o To assure adequate employment opportunities for residents in the Eastside Study Area.
- o To promote the development of industry and business opportunities in the Study Area.
- o To make supportive services available to all residents in the Eastside Study Area with particular emphasis on the needs of senior citizens, the disadvantaged, youth, and residents for whom English is a second language.
- o To establish complete recreational programs for senior citizens, adults and youth who reside within the Eastside Study Area.
- o To provide traffic and parking patterns that facilitate movement and at the same time provide maximum safety for residents.

- o To develop an adequate city-wide public transportation system to meet the needs of the residents in the Eastside Study Area and all other citizens of Riverside.

IV. Objectives, Policies and Implementing Actions

The Eastside Community Plan does not include objectives or policies, but it does include implementing actions in various categories as listed below.

A. The Physical Environment

Implementing
Action:

- A.1.1. Zoning should remain much the same as current (note exceptions below), with a de-emphasis on large multiple family dwelling units.
- A.1.2. A local Housing Authority should be established to work cooperatively with all housing related agencies, etc. in the following manner: to be concerned with redevelopment, subsidized housing programs, relocation of displaced persons, zoning enforcement, improvement of substandard housing.
- A.1.3. Residential -- Improved Housing
 - o Where deterioration is present, the use of Code Enforcement Grants and/or low interest loans for low income families and elderly home-owners should be encouraged with information and counseling being provided by the City.
 - o Systematic code enforcement inspections in areas where homes are in the 15 to 20 year old category should be initiated.
 - o Emphasis should be placed on establishing new ordinances and enforcement procedures as they relate to trees, curbs, gutters, litter, etc., -- and exterior appearance of structures and yards.
 - o Efforts should be made to assure that single family residential lots have a minimum of 6500 square feet (or 5,000 square feet if prior to 1957). (Although city can grant variances, home owners who have taken advantage of programs may have difficulty in reselling as H.U.D. and V.A. will not guarantee loans on houses that do not meet minimum lot requirements).
- A.1.4. Residential -- Additional Housing
 - o Lots for single family housing should have a minimum of 6500 square feet.

- o Planned Residential Development in single family residential zones not to exceed nine units per acre. In no case should any one building in a single family residential zone contain more than four dwelling units.
- o Planned Residential Development in multi-family zones should not exceed 29 units per acre. In no case should any one building in a multi-family zone contain more than twenty dwelling units.

A.1.5. Subsidized Housing -- 235i-236

- o Subsidized single family residences should be constructed on a scattered site basis.
- o Subsidized single-family residences should be limited to 25% of total tract and the proposed distance of the housing distribution plan by the Planning Department be increased from 100 feet to 200 feet per subsidized unit.
- o Subsidies for Planned Residential Development in single family and multi-family zones should be limited to 25% of total units.

A.1.6. Section 23 -- Leased Housing

- o Subsidized housing leased by Housing Authority should be on a scattered site basis.
- o Subsidized Turnkey Houses for lease by the Housing Authority should not exceed 24 units per project. The proposed distance of the Housing Distribution Plan by the Planning Department should be increased from 100 feet to 200 feet per subsidized unit.

A.1.7 Commercial and Office: Zoning should remain much the same as current.

A.1.8. Manufacturing: An industrial park should be created in all of Block Group 5, Census Tract 304 by placing it in the City's MP Zone. This includes all of the area bounded by the Riverside Freeway and 3rd Street approximately along Howard Avenue to Cridge Street.

A.1.9. An industrial renewal rehabilitation grant should be applied for to upgrade the industrial park area.

A.1.10. Public Facilities: Public facilities should be upgraded, given adequate care, and expanded.

A.1.11. Buffer zones with trees, shrubs, etc., should be established between conflicting land uses, e.g., commercial and industrial as opposed to residential.

A.1.12. Eastside Urban Redevelopment

- o A committee should be formed comprised of a representative cross-section of residents in the Eastside Study Area, a staff representative from the Planning Department, Redevelopment Agency, Public Works, and consultants to review the process which led to community division in the NDP project and to make recommendations to minimize future mistakes and to insure project success.
- o The Community should be involved in decisions regarding future Urban Renewal projects and any other major changes.
- o Urban renewal should continue to be utilized in the Eastside Study Area.
- o Tax increments and planning grants should be used to finance technical and professional assistance in determining needs for future NDP projects.

B. Socio-Economic Environment

Implementing
Action:

- B.1.1. Measures should be taken to insure that every individual and family in the Eastside Study Area has an adequate income to meet basic food, clothing, housing, and health needs.
- B.1.2. The general public should be made aware of the income deficit of many individuals and families in the Eastside Study Area -- many of whom are working fulltime.
- B.2.1. The City should ensure that every individual and family is above the "poverty line."
- B.3.1. Public Assistance should be used whenever necessary to bring individuals and families above the poverty level and to insure that basic human needs are being met.
- B.4.1. MAPC funds should be used to upgrade existing minority employees in the City to comply with affirmative action policy that the City has adopted.
- B.4.2. MAPC funds should be given only to those agencies that show affirmative action in minority job placements.

- B.4.3. Specific employment needs should be identified and education institutions be encouraged to offer courses designed to facilitate entrance and job progression in specific positions that are identified as needs.
- B.4.4. Firms that locate in the proposed Industrial Park should be specifically encouraged to hire residents of the Eastside Study Area.
- B.4.5. All possible measures should be taken to eliminate the chronic large-scale unemployment currently existent in the Eastside Study Area.
- B.4.6. All possible measures should be taken to overcome the chronic underemployment of the currently working labor force -- e.g., by upgrading positions and pay and by job progression.
- B.4.7. Summer Youth Employment Programs should be continued and expanded through the entire year, in addition to Neighborhood Youth Corps and other such programs.
- B.4.8. Community groups and agencies applying for Federal, State and private funds for minority employment, and/or vocational education should be assisted.
- B.5.1. Employers who have adopted Affirmative Action Programs and minority owned and controlled industries and commercial enterprises should be encouraged through the use of loans, tax breaks, other economic incentives and City contracts.
- B.5.2. Economic incentives for businesses and/or industry to locate in the Industrial Park should be provided.
- B.5.3. Continued cooperation from the Riverside Chamber of Commerce Minority Advisory Committee in providing technical assistance to minority businessmen should be encouraged.
- B.5.4. Industrial and commercial firms in Riverside, and especially in the Eastside Study Area, should be encouraged to hire Eastside Study Area residents.

C. Public Facilities

Implementing
Action:

- C.1.1. A Community (Riverside City encompassing) Coordinator, ombudsmen, "trouble-shooter," should be appointed who will be directly available to community residents. The ombudsmen should be specifically designated individuals who are responsible to the Mayor, City Council and the City Manager. The Ombudsmen should have the authority and responsibility to cut through

"red-tape" to solve individual, family, and community related problems.

- C.1.2. The City should search out funding for Day Care Centers and/or provide assistance to agencies willing to establish centers.
- C.1.3. Adequate transportation should be provided for low income, physically handicapped and elderly to existing medical facilities. Twenty-four hour use of medi-trans for emergencies as well as regular clinic appointments should be provided. (Medi-trans funded under California Regional Medical Programs Area VI.) See Health and Transportation Implementing Actions.
- C.1.4. The City should purchase existing University Heights Adult Educational Facilities and do the following:
 - o Create a Community Service Center in classroom building and rebuild auditorium building if necessary.
 - o Provide staff to coordinate use of buildings by agencies providing services such as Social Security, Veterans Administration, Department of Public Welfare, Public Health, United Fund agencies, etc...
 - o Create an Information and Rumor Control Center.
 - o In cooperation with local school districts, unions, etc., use shop buildings under City supervision to train men and women in building construction and maintenance, and other City jobs and other non-governmental jobs.
 - o Contract with schools, county and businesses to train personnel.
 - o Stock and maintain the available library facility for community use as a branch library.
 - o Provide some Spanish-speaking staff to be on duty during hours of operation of Community Services Center.

D. Recreation

- D.1.1. Activities should be organized so that year round use of school playgrounds, and other facilities in or near the Eastside Study Area will be facilitated.
- D.1.2. The City should purchase and/or lease vacant lots and develop vest-pocket parks and "patches-of-green" throughout the Eastside Study Area. Parks and

Implementing
Action:

patches-of-green should be equipped for local neighborhood residents, e.g., children, aged, etc.

D.1.3. Lincoln Park

- o The City should purchase the land South of 13th Street to the service alley from Howard Avenue to Park Avenue.
- o 13th Street from Howard Avenue to Park Avenue should be closed.
- o The present swimming pool should be replaced with an adequate swimming pool, a wading pool for small children and dressing room facilities.
- o A ball diamond, bleachers, and new restroom facilities should be constructed.
- o A covered area, benches and tables for use by senior citizens and adults should be provided.
- o Outdoor recreational equipment for senior citizens, adults and youth should be provided.
- o Adequate lighting on Park Avenue and 12th Street as well as lights inside the park should be provided.
- o The extension of Howard Avenue probably will increase traffic on that street, therefore, it is recommended that sidewalks be installed at the same time of the street extension and that a fence or wall and landscaping be placed along the park side of Howard Avenue to act as a buffer.

D.1.4. Patterson Park

- o Adequate lighting for night use of the ball diamond and playground area should be provided.
- o Adequate bleachers should be built for spectators.

D.1.5. Bordwell Park

- o Bordwell Park should continue to be designated as a Community Park.
- o Bordwell Park should be expanded east to Ottawa Avenue and South along Ottawa Avenue to the natural flood channel.
- o The SW corner of Kansas and Pennsylvania should be purchased for use as additional parking for the Park (approximately 3 acres).

- o An Advisory Committee representative of every ethnic and age category within the Eastside Study Area should be created to help plan and initiate programs for residents in the community.
- o The Park and Recreation Department and the Commission and Park Director should work with the Advisory Committee in implementing programs.
- o The following should be accomplished to allow maximum utilization of the Park:

Swimming pool (olympic size) and wading pool for young children.

Baseball diamonds.

Handball, tennis, and basketball courts.

Indoor and outdoor recreational equipment for senior citizens, adults and youth.

Adequate lighting for all facilities and playground for night time use.

D.1.6. University Heights/Riverside Community Sports Center

- o The existing University Heights gym and grounds should be purchased as provided for in the 1973-74 City Budget. The grounds should be converted to become a major sports center. The facility should be named the "Community Sports Center."
- o The following should be accomplished:

Build enclosed swimming pool for competitive events and all-city year round use.

Upgrade existing ball diamonds, tennis courts, basketball courts, football field.

Provide adequate lighting for night time use.

Staff center with:

- (1) Director (same as Community Services Center building director)
- (2) Program director
- (3) Line staff.

Establish citizens Advisory Board representative of all ethnic and age categories in Riverside to assure full

participation by all persons in athletic programs.

Establish concession services.

D.1.7. North Park should remain as a park.

E. Streets and Transportation

Implementing
Action:

E.1.1. 30 inch octagonal standard "stop-signs" should be placed throughout the Eastside instead of the 24 inch signs now used.

E.1.2. Signal light priorities:

- o Victoria Avenue and University Avenue intersection: pedestrian and traffic activated on Victoria Avenue.
- o Kansas Avenue and Pennsylvania Avenue intersection: pedestrian and traffic activated on Kansas Avenue.

E.1.3. An Overpass should be constructed at Pennsylvania Avenue near the entrance to the Stratton Center Building in Bordwell Park which also will serve as a safecrossing for children going to Emerson School.

E.1.4. Pedestrian activated "walk" signals should be installed with all signal lights in the Eastside Study Area and one should be installed immediately at the intersection of University Avenue and Park Avenue.

E.1.5. Trees and other obstructions that block stop signs and/or street visibility at various intersections should be removed and/or cut back.

E.1.6. No parking should be permitted on Victoria Avenue between 13th and 14th Streets.

E.1.7. A four way stop sign should be installed at the intersection of 12th Street and Kansas Avenue.

E.1.8. Stop signs should be used to discourage through traffic on side streets.

E.1.9. Special 20 foot front set backs should be extended along University Avenue to include that area between the Riverside Freeway and Comer Street.

E.1.10. No parking should be permitted on University Avenue between Sedgwick Avenue and the Riverside Freeway during peak traffic hours.

- E.1.11. A Railroad crossing bar should be installed at 10th Street and the Railroad Crossing.
- E.1.12. No right turn should be permitted on 10th Street from the University Avenue off-ramp of the Riverside Freeway or alternately, engineering should be carried out to provide safe right turn movement.
- E.2.1. In view of the extensive need for street repairs in the Eastside Study Area, systematic repair of streets, gutters and sidewalks should begin immediately.
- E.3.1. Extension of Victoria Avenue to 7th Street is not recommended (as shown on General Plan).
- E.3.2. Extension of Park to Ivy Street (as shown on General Plan) is not recommended.
- E.3.3. 3rd Street from Vine Street to Kansas Avenue should be widened.
- E.3.4. Howard Avenue should be extended to 10th Street.
- E.3.5. All negotiations for property along Victoria Avenue between the Tequesquite Arroyo Bridge and University Avenue should be halted until completion of the Traffic Pattern Survey is completed and/or affected residents are consulted in regard to the widening of Victoria.
- E.3.6. Residents along Victoria Avenue between the Tequesquite Arroyo Bridge and University Avenue should be consulted in regard to their favored plan of those shown below (or others they may suggest):
 - o Equal offset on both sides of the street.
 - o Take property from one side or the other with no displacement or acquisition of property on the remaining side.
 - o If traffic survey shows that Victoria Avenue needs to be widened, also widen Victoria Tequesquite Arroyo Bridge to four lanes and make every attempt to maintain its current architectural character.
- E.3.7. All negotiations for property along 14th Street and Pennsylvania Avenue between Victoria and Chicago Avenues should be halted until the traffic survey is completed and/or affected residents are consulted in regard to the widening of 14th Street.

E.3.8. Residents along 14th Street between Victoria and Chicago Avenues should be consulted in regard to their favored plan of those shown below (or others they may suggest):

- o Equal Offset: Divide land needed for widening of street equally on both sides -- result: undersized lot sizes on both sides of 14th Street and minimum setback from the street.
- o Acquire property from either North or South side with no displacement or acquisition of property on the remaining side with the following options:

Rebuild with small-size lots with zoning variances.

Rebuild by combining properties into "legal-size" lots (6500 square feet).

Build a strip vest-pocket park buffered by shrubs, etc., from street traffic and noise.

A landscaped median.

E.3.9. If the results of the Traffic Pattern Survey indicate an increased flow of traffic sufficient to require widening 14th Street, it is the consultant's recommendation that the necessary property be obtained from the South side of 14th Street.

E.4.1. A systematic traffic survey should be conducted immediately upon completion of the 14th Street underpass to determine evolving traffic patterns.

E.5.1. Medi-transportation should be available on a 24-hour basis for appointments and emergency treatment at hospitals and clinics.

E.5.2. Mini-bus routes, "taxi" routes, or dial-a-bus should be established; for example, along University Avenue from UCR to Brockton Avenue; 3rd Street from Watkins Drive to Market Street; Pennsylvania Avenue from Chicago Avenue to Brockton Avenue; Chicago Avenue from 3rd Street to Pennsylvania Avenue; Kansas Avenue from 3rd Street to Pennsylvania Avenue; Park Avenue from 3rd Street to Woodbine Street.

E.5.3. A bus line on the Riverside Freeway should stop at all off ramps from 7th Street to La Sierra Avenue and connect with Mini-bus routes, "taxis", or dial-a-bus, with free interline transfers.

E.5.4. All existing and new bus stops should have benches.

- E.5.5. Every bus stop should have visible bus schedules in English and Spanish.
- E.5.6. Bus schedules should coincide with work schedules, shopping hours, etc.
- E.5.7. Bike Routes to North High School, Poly High School, UCR and RCC should be established. Routes should have clearly marked lanes. No parking on the side of the street used for bike routes should be permitted.

F. Health

Implementing Action:

- F.1.1. A Preventive Health Clinic and Out-Patient facility at University Heights Adult Education Building should be established.
- F.1.2. City automobiles should be used as emergency vehicles and for medical emergencies.
- F.1.3. Pet ordinances should be enforced.

G. Public Safety

Implementing Action:

- G.1.1. An extensive training program for all police officers should be instituted; training program should be devised by Eastside Study Area residents, academic representatives, Police Department representatives, and consultants.
- G.1.2. Regular policemen and investigators should be assigned to the Eastside Study Area with instructions to handle all cases.
- G.1.3. Policemen assigned to the Eastside Study Area should systematically meet with residents and business people in the community.
- G.1.4. The Police Department should set up a communication system, block by block to encourage residents to look out for their neighbors when they are away, and to encourage neighbors to call for help when they see something wrong.
- G.1.5. Recruiting of minority policemen should be of high priority.
- G.1.6. A policeman should be on duty at the proposed University Heights Community Service Center to be available to residents who wish to talk with him.

- G.1.7. Policemen working in the Eastside Study Area should have knowledge of agencies that they can refer residents to when a problem arises that does not come under the scope of direct police work. Policemen should also follow up to make sure the matter was taken care of properly.
- G.1.8. Name tags worn by officers should have emphasis on the first name (Bold type for first name, small type for last).
- G.1.9. Policemen should have business cards for distribution to residents.
- G.1.10. Policemen should be available for "rap" sessions with community residents.

G.2 Fire Department

- G.2.1. Fire Department equipment should be used as emergency ambulances.

H. Communications

Implementing Action:

- H.1.1. An independent Citizens Council representative of Eastside Study Area residents should be established to channel residents' concerns to the local government, commissions, and public and private agencies.
- H.1.2. An office in the Community Service Center with a highly publicized telephone number should be established to channel questions and complaints to the right department or agency -- or ombudsman/community advocate.
- H.1.3. A twenty-four hour Information and Rumor Control Center should be established.
- H.1.4. Decision-making representatives of the local government and public and private agencies should systematically visit local neighborhoods in the Eastside Study Area to facilitate an exchange of information.
- H.1.5. All City Commissions and Boards should have an Eastside Study Area representative.
- H.1.6. Each City Department should assign one staff member to be concerned specifically with the Eastside Study Area.

H.1.7. The City should provide Spanish speaking employees in City Departments that provide over-the-counter service to aid residents for whom English is a second language.

H.1.8. A central location should be established in the City Library and City Planning Department containing the vast variety of efforts, documents, data sets, etc., related to the City and its residents. This depository of information should be available to all citizens upon request.

I. Summary Recommendation

I.1.1. The established Citizens Advisory Committee in the Eastside Study Area, working with consultants, should be requested to periodically review the implementation of recommendations contained in the Eastside Community Plan.

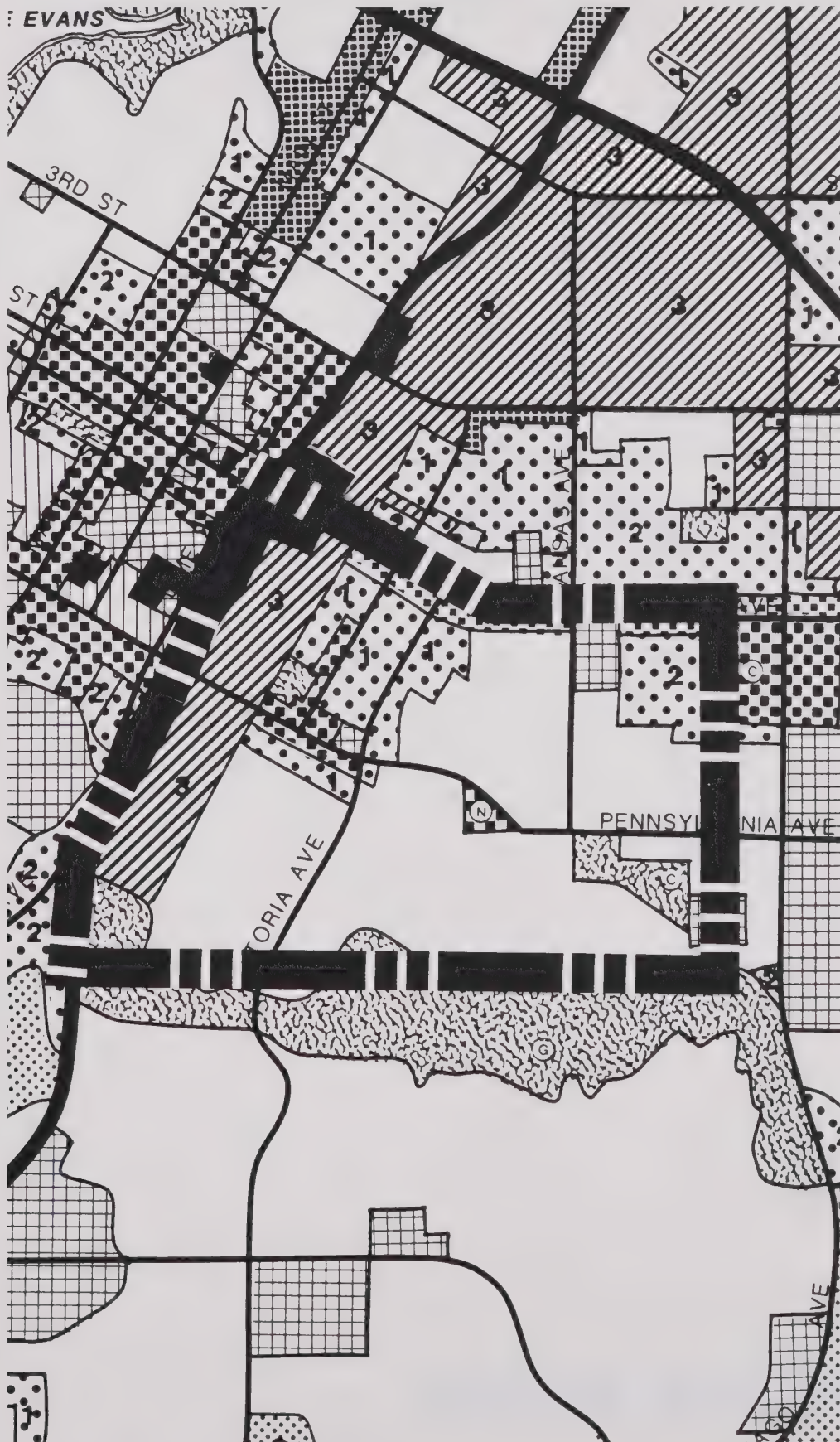
V. Land Use Plan

The original Land Use Plan for the Eastside Community was essentially the same as that shown on the General Plan Land Use Plan. A revised Land Use Plan for the Eastside Community follows this page.

riv.5

EASTSIDE

LEGEND



	VERY LOW DENSITY RESIDENTIAL*
	VERY LOW TO LOW DENSITY RESIDENTIAL*
	MEDIUM LOW DENSITY RESIDENTIAL
	MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
	RETAIL BUSINESS AND OFFICES*
	SERVICE COMMERCIAL
	VISITOR COMMERCIAL
	OFFICES (only)
	INDUSTRIAL*
	INSTITUTIONAL
	OPEN SPACE/PARKS*
	PARKING

* Sub-categories listed below

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

1. Citrus Residential 5
2. Citrus Residential 2
3. Very Low Density C/Open Space
4. Very Low Density B
5. Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

1. Very Low Density 1 acre
2. Very Low Density A
3. Low Density
4. Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

1. Medium High Density
2. High Density
3. High Density/Offices

INDUSTRIAL

1. Industrial Park
2. Low Density
3. High Density
4. Air Industrial

OPEN SPACE/PARKS

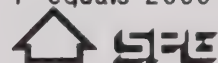
1. Public Park
2. Natural Arroyo
3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below

1. The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community.
2. City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Park(way), and G - Golf Course.
3. Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station.

LAND USE PLAN

1" equals 2000'





CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

HAWARDEN HILLS

HAWARDEN HILLS STUDY SUMMARY

I. Introduction

The Hawarden Hills Study (Alternatives Report) was adopted by the City in April, 1977. The study area encompasses about 500 acres east and west of Hawarden Drive. (See "Community Planning Areas" Exhibit, Section I)

The original report developed two alternatives for the future of the Hawarden Hills community. One alternative (Alternative A) was based upon development in accordance with the predominant existing R-1-130 zoning in the area, while the other (Alternative B) proposed a more specialized approach with more emphasis on environmental and aesthetic concerns associated with the Hawarden Hills.

Alternative B was ultimately adopted as the Specific Plan for the study area. The following is a summary of the issues related to the Alternative B selection and the objectives, policies and implementing actions for this Alternative.

II. Issues

Hawarden Drive and the adjoining hilly area in the southeastern portion of the City is among Riverside's most unique and interesting locales. This narrow winding tree and estate lined street provides visual stimulation for all who visit it. It is also significant from an historical point of view as it is one of the few vestiges of an affluent rural past in Riverside.

As the City has grown over the years, considerable pressure has been exerted upon this area in the form of requests for higher density residential development. Along with these requests there have been resultant pressures such as curbs, gutters, sidewalks and street lights. Certain portions of Hawarden Drive in the vicinity of Gainsborough Drive and Oleander Court have already been partially developed in this manner. This, in combination with the factor of increased residential densities began to change the character of the Hawarden Drive area and caused considerable concern on the part of local residents regarding the area's future.

III. Goals

The City recognizes the Hawarden Drive area as a unique entity within the Riverside community and will seek its preservation and further enhancement both from an environmental and an aesthetic viewpoint.

IV. Objectives, Policies and Implementing Actions

- Objective: A. To place prime emphasis on the compatibility of subdivision design with topographical and environmental considerations.
- Policy: A.1 Adopt the Hawarden Hills study area, as delineated in Figure 1 of the original 1976 report as the Hawarden Hills Specific Planning Area, and guide future development in this area by the goal, objectives, policies, implementing actions, and Figures 16 and 17 of the original study.
- A.2 Endeavor to increase flexibility in the configuration of streets and the location of dwelling units in topographically rugged or environmentally sensitive areas through the adoption of the Residential Conservation Zone as illustrated in Figure 16 and as drafted in Appendix B of the original 1976 report.
- Implementing
Action: A.2.1. The adoption of the new Residential Conservation Zone should be accomplished as a part of the adoption of this Plan.
- Policy: A.3 Pursue development conformance with the existing General Plan in the portion of the study area outside of the proposed RC Zone area, except that the General Plan Land Use Element should be amended by removing the area between Hawarden Drive and the Gage Canal from the Medium Low Density Residential designation and placing it in the Low Density Residential designation.
- Implementing
Action: A.3.1. A General Plan Zoning Consistency case should be initiated to change the existing and tentative R-3 zoning on either side of Via Vista Drive, southwesterly of Alessandro Boulevard, to a lower density R-3 Zone more in keeping with the Medium High Density Land Use designation.
- Policy: A.4 Review any proposed development in or adjacent to the Alessandro Arroyo for potential impacts on archaeological sites.
- Implementing
Action: A.4.1. The Museum Department should make preliminary archaeological explorations in the vicinity of the Alessandro Arroyo to better define areas of potential archaeological importance.

- Objective: B. To preserve the existing character of Hawarden Drive and the Hawarden Hills Ridgeline as an entity with an emphasis on traffic safety, history and aesthetic values along Hawarden Drive; and environmental and open space values along the Ridgeline.
- Policy: B.1 Create a Hawarden Drive Special Design Area within the Hawarden Drive Area. The provisions of this Special Design Area supplement and supersede the underlying Residential Conservation Zone which is otherwise in full effect in the Special Design Area.
- B.2 Create a minimum lot size in the Special Design Area of two acres, with all lots in this area adjacent to Hawarden Drive to be developed fronting onto Hawarden Drive with a minimum 50-foot front setback.
- B.3 Site structures as far below the Ridgeline as possible unless it is determined that environmental consequences from unavoidable grading or driveway cuts in all other possible non-ridgeline locations would be unacceptable.
- B.4 Whenever development is proposed on a parcel or parcels that extend into the Ridgeline area, a determination shall be made by the Design Review Board regarding that part of the Ridgeline portion of the property to be left in a natural and undisturbed state. Within this area no changes shall be allowed to the Ridgeline's natural form, including its natural vegetation and geology.
- Implementing Action: B.4.1. The City should develop a list of fire retardant plant species compatible with soil and climatic conditions on the Ridgeline, along with instruction for their establishment. Changes to natural vegetation shall be allowed only when the Fire Department specifically determines that such are necessary for fire safety. In such cases, drought tolerant, fire resistant plants shall be given preference to clearance or plants requiring regular artificial irrigation.
- Policy: B.5 Place high priority on the public acquisition of property for the Hawarden Hills Vista Point and its associated trail network, with emphasis to be placed on encouraging developers and property owners to dedicate usable land of equal or greater value as development occurs in lieu of paying normal park fees.
- B.6 Require minimum improvements to include street trees, asphaltic berm curbing, decorative street lights and curb markings to the specifications of the City Traffic Engineer as development occurs on Hawarden

Drive from Anna Street to the Alessandro Arroyo. Full dedication of right-of-way to 66 feet shall be required, but pavement widening shall occur only to the extent required for curbing. The treatment of Horace Street from the Gage Canal to Hawarden Drive shall complement that of Hawarden Drive.

Implementing
Action:

- B.6.1. The Traffic Engineer should initiate the establishment and posting of an appropriate speed limit for Hawarden Drive.
- B.6.2. Specific measures should be taken to increase traffic safety along Hawarden Drive with special attention paid to the following:
 - a. A design should be developed and implemented for the intersection of Hawarden Drive with Anna Street and Appian Way to encourage southbound traffic to use Appian Way in lieu of Hawarden Drive.
 - b. A design should be developed and implemented to increase safety for the presently narrow and irregular crossing of Anna Street at the Gage Canal.
 - c. Protective barriers should be installed between Appian Way and the Gage Canal from its intersection with Hawarden Drive southerly.
 - d. The unpaved curves in Hawarden Drive at the Alessandro Arroyo should be redesigned and/or clearly marked.
 - e. The Horace Street crossing of the Gage Canal should be widened and/or redesigned to reduce traffic flow restrictions.

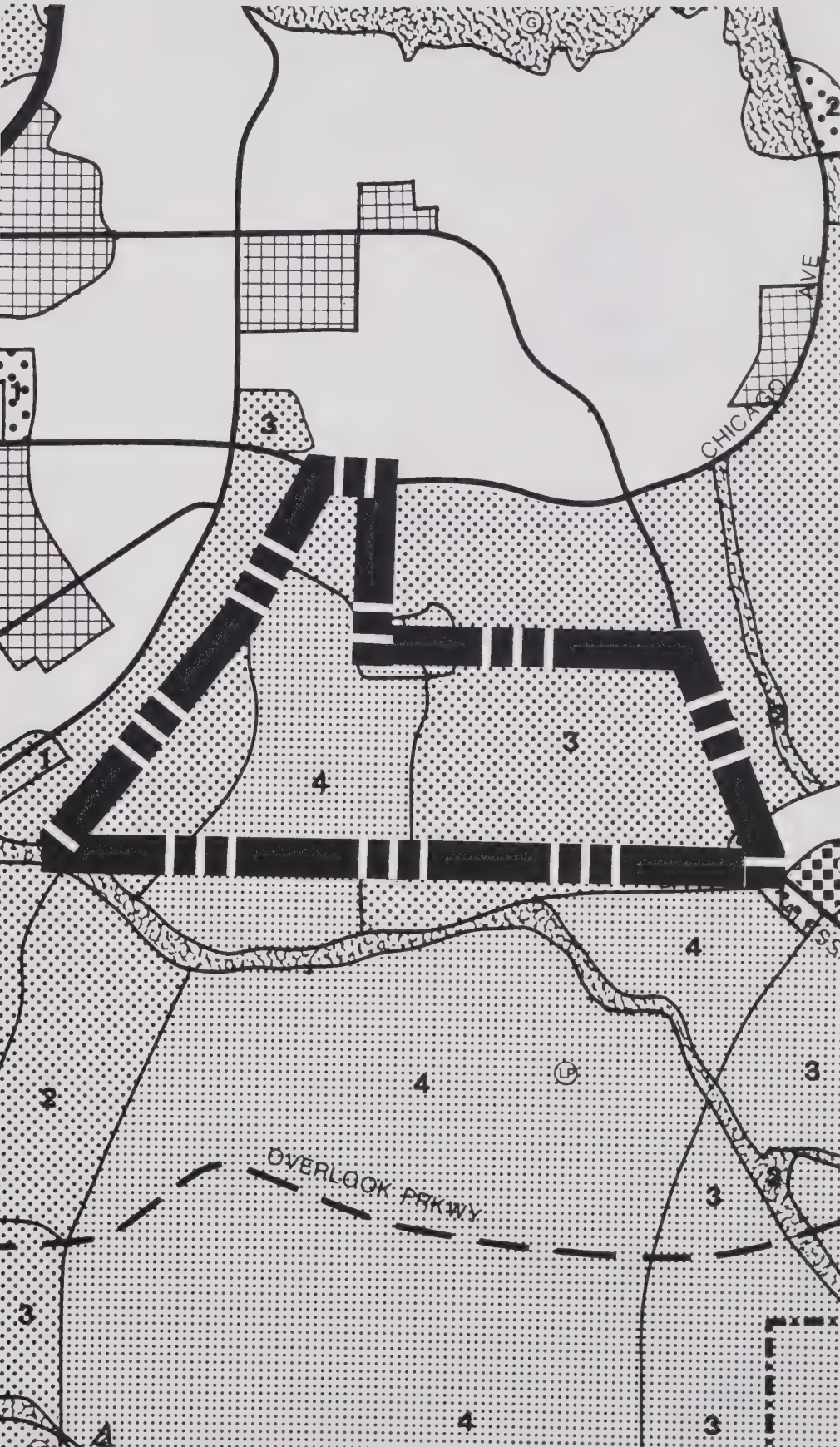
Policy:

- B.7 Require full right-of-way dedication for a 66-foot-wide local street, but widen only to the extent allowed by existing street trees, as development occurs along the section of Hawarden Drive from Arlington Avenue to Anna Street. Improvements shall include street trees, if required, decorative street lights and asphaltic berm curbing.
- B.8 Encourage the maximum retention of existing street trees along the entire length of Hawarden Drive and require developers to supplement these trees with a parkway landscaping theme emphasizing citrus and palm trees to maintain continuity with the area's historical citrus orientation.

- Implementing
Action:
- B.8.1. The City Planning Department and Park and Recreation Department should develop a specific plan for the landscape treatment of Hawarden Drive.
- Policy:
- B.9 Discourage further streets intersecting with Hawarden Drive beyond those existing or illustrated on Figure 16 in the original 1976 report.
- B.10 Require coordination between the Public Works and Public Utilities Departments' staffs and the Planning Department staff regarding the aesthetic design of any public improvements proposed for Hawarden Drive or for any of the local streets which intersect it.
- B.11 Subject all properties within the Special Design Area to the Design Review process.
- Objective:
- C. To provide complete implementation of the City's General Plan Open Space Element.
- Policy:
- C.1 In pursuing a positive program for early acquisition of park land, the City shall encourage land donations or the dedication of land in lieu of park fees for the acquisition of usable land for public parks, open space, or trail linkages.
- Implementing
Action:
- C.1.1. The Riverside Unified School District should be urged to begin a coordinated program with the City Park and Recreation Department to acquire land for the joint school park site in the easterly study area.
- C.1.2. The Park and Recreation Department should develop a specific plan of parks in the study area and should begin acquisition and implementation proceedings as soon as possible.
- Objective:
- D. To ensure that sewage wastes are disposed from the study area in a sanitary, environmentally and economically sound manner.
- Policy:
- D.1 Approve development in the Hawarden Hills area only if it can be shown that City incurred sewer extension expenses can be substantially recovered within a reasonable time period or the property involved can be safely served by septic tanks.
- Implementing
Action:
- D.1.1. The City Public Works Department should analyze the problem of sewerage those portions of the study area and surrounding lands not easily served by gravity flow lines to the City sewage disposal plant and develop a specific policy for servicing these areas.

HAWARDEN HILLS

LEGEND



- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

- 1. Citrus Residential 5
- 2. Citrus Residential 2
- 3. Very Low Density C/Open Space
- 4. Very Low Density B
- 5. Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

- 1. Very Low Density 1 acre
- 2. Very Low Density A
- 3. Low Density
- 4. Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

- 1. Medium High Density
- 2. High Density
- 3. High Density/Offices

INDUSTRIAL

- 1. Industrial Park
- 2. Low Density
- 3. High Density
- 4. Air Industrial

OPEN SPACE/PARKS

- 1. Public Park
- 2. Natural Arroyo
- 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below

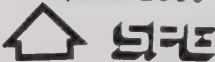
1 The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as:
N - Neighborhood R - Regional, and C - Community

2 City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as:
N - Neighborhood R - Regional
C - Community W - City Wide SU - Special Use
P - Portal Parkway and G - Golf Course

3 Institutional uses are further categorized as:
E - Elementary School M - Middle School H - High School L - Library and F - Fire Station

LAND USE PLAN

1" equals 2000'





CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

NORTHSIDE

NORTHSIDE COMMUNITY PLAN SUMMARY

I. Introduction

The Northside Community Plan , adopted in 1977, was prepared for the City of Riverside through the joint efforts of the Northside Citizens Advisory Committee and KXL Associates. The study area is generally bounded by the City Limits to the north, the Santa Ana River Basin on the west, First Street to the south. The eastern boundary includes Mulberry Street to the Pomona/Escondido Freeway interchange, the Atchison Topeka and Santa Fe Railroad Tracks, then to Columbia Avenue and the Riverside Freeway.

The original report was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954 as amended.

II. Issues

This section will include a summary of issues based upon conditions as they existed at the time of original document adoption in 1977.

THE NATURAL ENVIRONMENT

A. Soils

Soils of the study area have few to moderate identified limitations for development uses.

B. Vegetation

Northside is located in the division of plant life known generally as valley grassland (on the valley floors and their gentle sloping sides). The valley grassland has been altered by man and has almost completely disappeared due to farming, urban development, and smog. The dominant species have been greatly changed over a period of years though a wide variety of grasses and wild flowers still abound in the study area.

THE SOCIAL ENVIRONMENT

A. Population

The 1970 U.S. Census recorded the City of Riverside population at 140,089, a 66 percent increase over that recorded by the 1960 census (84,332). The California State Department of Finance has estimated the City's 1977 population as 154,500. Growth patterns indicate that Riverside, in general, is growing at an annual rate of 1.8%. Shifts in age populations and social factors have contributed to declining school enrollments in some areas.

The Northside area, population 6,800, appears to be rather stable, with substantial numbers of residents having lived there most or all of their life. The 1970 U.S. Census records the overall racial-ethnic composition of Riverside as 80.3% white, 5.2% black, and 12.7% as Mexican-American (all persons of Spanish language and other persons of Spanish surname), other groups 1.8%. The Northside composition is somewhat a microcosm of the general Riverside Population with 82.1% white, 16.2% Mexican-American, and 0.6% black, other groups 1.1%.

THE URBAN ENVIRONMENT

A. Existing Land Use

The Northside Community study area is comprised of three (3) major land uses: residential, institutional, and vacant or open space. The vacant or open space category is difficult to define since much of the land in the Northside is used in ways that are perceptually considered vacant. For example, there are pastures used for grazing, riverbottom land, productive agricultural lands, and open space which results from single family dwelling units on larger parcels. All of these varied uses have here been combined under the category "vacant or open space".

The bulk of the 406.5 acres of the Northside area is devoted to residential land. Single family uses comprise 86.8 percent in the residential category and 17.0 percent of the total land in the study area. Multiple family uses comprise 53.7 acres, 13.2 percent of the residential category and 2.5 percent of the total land area. Combined, residential uses occupy 19.5 percent of the study area.

Commercial and industrial land uses occupy a total of 101.3 acres, 4.9 percent of the total study area. Although the total area devoted to these uses is relatively small, in the areas surrounding and contiguous to the study area there are large tracts of commercial and industrial lands. These surrounding uses greatly influence the character of the Northside even though they are not included in this study directly.

The City of Riverside is the largest institutional land user in the Northside, using 380.1 acres, 93.8 percent of the category and 18.3 percent of the total study area. About half of this land is Fairmount Park. Private institutional uses are the next largest in the category comprising 11.7 acres, 2.9 percent. Schools account for 9.9 acres and the State of California 3.5 acres, 2.4 percent and 0.9 percent of the category respectively. Institutional uses occupy 19.5 percent of the study area.

Vacant and open space uses comprise a total of 895.0 acres, 43.0 percent of the study area. The largest of these two categories is "vacant" land (final land use has not yet been determined). There may be numerous reasons for the large amounts of "vacant" land, including but not limited to market forces, the image of the area, and the pressures for development in other portions of the City. These 526.6 acres of vacant land are pivotal in the development of the Northside for this is where future development will occur. In other words, approximately one-quarter, 25.3 percent, of the study area is available for future development without change of present use.

Another potential source of developable land is those areas now used for agriculture, a total of 191.0 acres, 21.4 percent of the category and 9.2 percent of the total study area. With the addition of the agricultural land to that now vacant, over a third of the study area has potential for future development.

The bottomland of the Santa Ana River is considered part of the regional Santa Ana River Park. It is valuable open space which may be expected to remain in that use for the foreseeable future. About 177.4 acres of bottomland are considered part of the study area, 19.8 percent of the category and 8.5 percent of the study area.

Streets and highways occupy 271.3 acres, 13.0 percent of the study area. The amount of land devoted to streets and highways in the Northside is considerably lower than that which may be expected with future development. The reason for this is the large amount of vacant and open land which does not contain streets. As the area develops, the proportion of land devoted to streets and highways may be expected to rise upwards to twenty percent.

B. Housing

The Northside is largely a community of modest single family dwellings situated on lots ranging in size from as small as 5000 square feet to as large as several acres. The southerly portion of the community is made up largely of older single family dwellings situated in several small interconnected subdivisions, while that to the north is made up of a mixture of small subdivisions interspersed with segments of vacant land and pockets of land where animal husbandry is practiced on larger parcels.

Information collected by the Planning Department in 1976 revealed that of the total 2,585 dwelling units that exist in the Northside, some 1,670 units or 64.6% are single family dwellings, while 915 units or 35.4% are multiple family dwellings. Although it would appear from this initial housing type breakdown that a large number of apartments exist in Northside, a closer look at the data

reveals that the vast majority of the area's "multiple family" uses are, in fact, either duplexes or situations where two individual dwellings have been constructed on a single parcel of land. In fact, large apartment type developments exist in only about five locations in the community.

Despite this somewhat small number of existing conventional apartment developments, considerable concern has been voiced by the Citizens of Northside regarding the possibility that large numbers of conventional type multiple family developments may be built in the future. This concern has, in part, been sparked by the fact that almost all of the area's larger multiple family complexes have been constructed in the last seven years.

This concern was strongly reflected in the citizen survey conducted by KXL Associates in 1976, wherein 69% of the respondents indicated that they did not want any more apartment development in the area. Accordingly, this survey also revealed that 59.2% of those surveyed desire an emphasis on the construction of single family homes on standard lots, and 65.6% of the respondents wanted to retain the area's semi-rural character.

Discussion with members of the Northside Plan Citizen's Advisory Committee, who administered the survey, however, has shown that the main concern is not necessarily that no apartments be built in the future, but rather that such construction be limited in numbers, well planned and relatively low density. In other words, it would appear that the citizens of Northside would prefer to see this area remain a predominantly semi-rural and single family community interspersed with well-planned and located multiple family developments designed to blend into the low density character of the area.

In order to document housing conditions in Northside, the City Planning Department conducted a "windshield" survey of all housing in the Northside Community. During the course of that survey, every structure used for living purposes was categorized into one of three categories of housing condition as follows:

STANDARD - Housing with no external evidence of major violations of the housing, building, plumbing, electrical or fire codes. All structures in generally good repair and well maintained, with yards reasonably clean, watered, weeded, and pruned.

REHABILITABLE - Housing that shows no external evidence of major code violations, but may be badly in need of painting or other maintenance. Accessory structures may be dilapidated,

landscaping may be absent or in poor condition and yards may contain junk or rubbish. Minor code violations having no major effect on health or safety may be present.

DILAPIDATED - Housing that is seriously deteriorated with major code violations that could be corrected only by large expenditure. Yards and accessory structures may be in similarly poor condition.

A large part, namely 23.07%, of the housing stock in Northside has reached a stage of deterioration that places it in the "rehabilitable" category. This compares to an estimated 10% City-wide average falling into this category. Most of this housing is actually in very liveable condition at the present time; however, in many cases, attention is needed to items such as painting, roofing, landscaping, and the like. While it is not necessarily expected that such housing will reach a state of "dilapidation", such a possibility becomes more real as time passes.

An additional concern is housing in the Northside Community rated as "dilapidated". At the present time, 1.93% of Northside's housing is in this extremely poor state of repair compared to about 0.4% of the total City-wide housing stock falling into this category. While this represents only 39 dwellings throughout the Northside area, the serious nature of such a condition necessitates careful attention.

At the present time, low interest loans and grants from the City's Redevelopment Agency are available to Northside residents for rehabilitation of owner-occupied single family dwelling units. Indeed, some 85.5% of those questioned through the Community survey indicated a desire for low interest loans for building repair. With this fact as an indicator, it could be expected that a focused dissemination of information on existing housing rehabilitation programs would be well received by Community residents.

Crowding is also slightly more prevalent in Northside than it is Citywide, with 7.1% (a total of 163) of the houses in the Northside Community having 1.01 or more persons per room compared to the 1970 City average of 6.5%. Crowding is most prevalent in the central and northerly parts of the community, with concentrations in Tracts 301 and 423.

Because of the very small numbers of housing represented by these problems, it appears that their severity is relatively minor. With respect to crowding, it is difficult to adequately deal with this problem, as the

size of the house in which a family lives is usually dictated, in large part, by that family's income.

The most important single housing problem in Northside is that of housing condition. While many houses in the area are cared for, and provide an excellent living environment, there are indications that a substantial minority of Northside's housing is in need of careful attention to maintenance. This may become even more critical in the future as rapidly rising prices may severely limit the availability of the resident's income for housing repairs and upkeep. Because the maintenance of a sound housing stock is just as important to the entire community as it is to the dwelling's occupants themselves, it will be important to encourage maintenance and repairs through such positive incentives as low interest loans and grants.

C. Public Transportation

In the area of public transportation there appear to be several inadequacies in the Northside Study area:

1. Few existing buslines, bus stops, benches and bilingual bus schedules.
2. Bus schedules not coinciding with work, shopping and office schedules.
3. No alternative public transportation in addition to the RTD except for select groups, i.e. minibuses for handicapped/senior citizens on one day's notice.

III. Goals

The 1977 Plan lists the following goals for the Northside Community. The City shall seek:

- o To provide the citizens of the Northside area with an existing environment that will "enhance the aesthetics of the area, and preserve natural and historic sites" in a controlled fashion, thus allowing beauty and urban growth to coexist in harmony.
- o To provide the citizens of the Northside Area with the necessary physical assessment of existing environmental conditions.
- o To provide the citizens of the Northside Area with a comprehensive Urban Environment plan of "action solutions," that will guide present and future changes in the patterns of growth, such solutions to affect the major areas of housing, transportation, use of land, sanitation, and water. This should provide for a balanced range of land uses

including space for industrial, commercial, residential and recreational activities capable of meeting the varied needs of the residents of Northside while maintaining the area's semi-rural identity.

- o To provide the citizens of the Northside Area with specific considerations relating to the Economic Environment of the area, such considerations to be aimed at future employment opportunities, income enhancement, and economic development.

IV. Objectives, Policies and Implementing Actions

- | | | |
|----------------------|--------|--|
| Objective: | A. | To provide a general assessment of existing environmental conditions. |
| Policy: | A.1 | Place a high priority on environmental considerations in the review of proposed developments in the Northside. |
| Implementing Action: | A.1.1. | Consideration should be given to the development of an Environmental Impact Report for the Northside study area. |
| | A.1.2. | An in depth analysis should be made of the ecosystem of Fairmount Park for the establishment of present baseline data on flora, fauna, and water factors, thus developing continuous review of the Fairmount Park ecosystem. |
| | A.1.3. | Programs for decrease or elimination of man made pollutants in the water areas of Fairmount Park should be encouraged. |
| | A.1.4. | An investigation into water fauna/flora that would become favorably acclimatized to the water areas of Fairmount Park for either pollution control or propagation should be initiated. |
| | A.1.5. | Special consideration should be given by the Chamber of Commerce to non-polluting industries seeking location in Northside. |
| | A.1.6. | Special emphasis should be placed on the strict enforcement of animal control laws and the development of public spaying clinics for animal control. |
| | A.1.7. | The installation and design of more litter containers for Fairmount and Reid Parks should be accomplished. |
| | A.1.8. | Encouragement and/or payment to citizen groups for trash/litter collection is recommended, particularly for Fairmount and Reid Parks. |

- A.1.9. Zoning regulations pertaining to animals should be strictly enforced.
- A.1.10. Attention to building location and design, street and highway design, landscaping and land use design and soundproofing to reduce noise pollution, such as recommendations in the Draft Noise Element General Plan, 1975 should be encouraged.
- A.1.11. The impacts of proposed highways and major arteries on air and noise pollution levels should be a continuing subject of research.
- A.1.12. Planning for increased traffic on streets/highways in the Northside area according to project noise levels is recommended.
- A.1.13. A concerted effort should be made to remove and discourage graffiti in Fairmount and Reid Parks.
- A.1.14. A bicycle path should be constructed connecting Fairmount and Reid Parks.
- A.1.15. Weekend maintenance should be encouraged to help with the upkeep of Reid and Fairmount Parks.
- A.1.16. The following specific recommendations for Fairmount Park should be initiated:
 - o Consideration should be given to the feasibility of acquiring the National Guard Armory and the City Nursery for future park development.
 - o The boat house and related concession buildings at Fairmount Park should be upgraded and preserved in their present historical state.
 - o Additional small parking areas should be developed in Fairmount Park to serve the needs of fishermen and the proposed art and garden club house. Parking areas of small sizes should be developed for other future buildings and uses.
 - o Large water feature proposed for Fairmount Lake would not only be statuesque but functional. A large spray design would improve the water quality and be picturesque to the surrounding areas. This feature is only feasible if the energy requirements for such is consistent with national, state, and local criteria for the conservation of energy.

- o The pavement on the bridge across Lake Evans should be removed and replaced with a material suitable for a walking and cycling path. Landscaping should be added for beautification purposes.
- o A safe boat launch facility should be provided for sail and row boats with ample parking for cars and trailers.
- o Additional site specific recommendations listed on pages 185-188 of the 1977 Plan should be undertaken.

A.1.17. The following specific recommendations for Reid park should be initiated:

- o The Park and Recreation Department's proposed development plan for Reid Park including the proposed swimming pool and community center should be implemented.
- o New shells and reflectors should be installed on the ballfield lights at Reid park; the proposed swimming pool and community center should be implemented.
- o Wiring should be installed in sufficient amounts needed for future lighting.
- o A snack bar facility should be constructed by the new field.
- o A new power supply should be sought for the ballfield lights.
- o The restroom plumbing should be updated.
- o Additional restroom facilities should be developed adjacent to Hardman Field.
- o The softball infield playing surfaces should be renovated and brought up to standard.
- o The turf areas at Reid Park should be repaired to remove the numerous gopher holes that presently exist.
- o Heavy, permanent (perhaps concrete) picnic tables should be installed at Reid Park to replace those removed or stolen.
- o Additional benches should be placed throughout the park.

- o Picnic and barbeque facilities should be constructed in conjunction with the proposed Community Center.
- o More playground equipment should be installed.
- o More policing in the area should be encouraged.
- o There are people who now park on the grassed area north of the existing parking lot; this area should be "black topped".
- o Land surrounding the park should be maintained; i.e. tumbleweeds, and loose paper removed.
- o The barbed wire fencing adjacent to the park can be a safety hazard. This should be replaced with safer material.
- o Sidewalks should be required on Orange Street north of Columbia Avenue.
- o The drainage system for drinking fountains should be upgraded.
- o Additional drinking fountains should be installed in the park.
- o Bike trails to the Park should be encouraged.
- o The functioning of the sprinkler system in Reid Park should be checked every six months to ensure adequate coverage.

Objective: B. To compile a comprehensive inventory of physical facilities and an inventory of human services provided in the Northside Area, such inventories to be baseline data for development.

Policy: B.1. Develop or renovate no structures in the Northside Area unless such structures meet all standard building codes and regulations for the City of Riverside, such review to be based upon a complete inventory of physical facilities.

Implementing
Action: B.1.1. Riverside Unified School District should upgrade the physical facilities at Fremont School.

 B.1.2. Efforts should be initiated to bring more services and/or physical facilities into the community of the Northside; some of these services and facilities should be located at the proposed Reid Park Community Center.

- Policy: B.2. Establish a review committee to determine the exact delivery system for human services, thus eliminating duplication of efforts or the omission of a needed service.
- Implementing Action:
- B.2.1. Riverside Unified School District should initiate a program of Community Relations, relating to review of the Fremont School student programs.
- B.2.2. Bilingual education should be continued in Fremont School.
- B.2.3. School staff should continuously reflect the same ethnic composition of the Northside Community.
- B.2.4. Riverside Unified School District should exert every effort to install a pre-school in the area; if not, efforts should be explored by the Community to develop a private facility.
- B.2.5. An Intensive Community Education System should be aimed at:
- o Crime Prevention
 - o Waste Disposal
 - o Communications/Services
 - o Animal Control
- B.2.6. A bilingual "ombudsman" type staff member should be placed at the Reid park Community center.
- Objective: C. To offer a specific set of recommendations that will offer maximum social safety, equality of education, welfare for the needy, and social environmental security for everyone in the geographic area.
- Policy: C.1. Consider supportive data on site-by-site soils and geological engineering contingencies relating to earthquakes, potential liquefaction and settlement, flood factors, slope stability conditions, (natural and graded), and other environmental safety considerations for all development.
- C.2. Consider if physical improvements indicate or result in adverse safety factors for any age levels in the community.
- Implementing Action: C.2.1. An effort should be launched to systematically reduce rodent, roach and other pests in housing areas.

- C.2.2. Studies should be continued to determine any adverse affects on the human population due to the lack of animal control measures.

Policy:

- C.3. Attempt to protect hazardous structures deemed to be of historical value when determining appropriate mitigation measures.
- C.4. Provide, wherever feasible, social, health and educational services within the community for Northside residents. When this is not feasible, transportation services should be made available to these services.

Implementing
Action:

- C.4.1. More efforts should be initiated to provide on-site visitations and care of Senior Citizens of the area.
- C.4.2. An intensive "Use of Bookmobile" program should be initiated based upon a needs assessment of types of materials desired.

Policy:

- C.5. Encourage wide dissemination of information to Northside residents, regarding available social, health and educational services.

Implementing
Action:

- C.5.1. Consumer education, health, and recreational courses should be provided at the proposed Reid Center.
- C.5.2. A citizen sponsored Clean Up Campaign aimed at community education and beautification should be developed.
- C.5.3. Special bilingual publications for citizen communication should be available on a regular basis.

Objective:

- D. To provide the maximum amount of developmental opportunities for the age levels of Northside in the area of residential housing (single-family dwellings and apartments), such housing to be economically feasible for the population, aesthetic in nature, and developed according to all safety and housing criteria for the City of Riverside.

Policy:

- D.1. Encourage only those multiple family developments in Northside that are well planned and designed with the existing community in mind.
- D.2. Encourage the further development of recreational, open space, library and community shopping center facilities in Northside.

- Implementing
Action:
- D.2.1. Unsightly properties along the Market and Main Street entrances to the Convention Center and downtown areas should be screened or beautified.
 - D.2.2. Removal of the un-used concrete railroad bridge and rehabilitation of the remaining railroad bridge on Main Street, including landscaping, should be encouraged.
- Policy:
- D.3. Encourage the reflection of a rural theme in the design of all further development in Northside.
- Implementing
Action:
- D.3.1. A neighborhood improvement advisory board should be formed to guide those developing, renovating, or making improvements within Northside, so that there is a forum for community opinion.
 - D.3.2. Preservation of the semi-rural atmosphere and its accompanying open spaces should be a constant decision criteria for land use decisions in the Northside area.
- Policy:
- D.4. Encourage and maintain a housing stock distributed proportionately with respect to cost.
- Implementing
Action:
- D.4.1. The entire area should be designated as a code enforcement area; internal and external requirements to be met.
 - D.4.2. Zoning should be brought into conformance with existing uses.
 - D.4.3. Condemnation and removal of all dilapidated structures within Northside should be encouraged.
- Policy:
- D.5. Consider if legal standards are met and if fair cost factors are applied in housing development for future ownership or rentals, thus insuring that no age or economic level of the population will be unduly prohibited from participation by any other age or economic level of the citizenry.
 - D.6. Consider no development in the Northside area, whether new or renovative, when the design would seriously affect the semi-rural aesthetic nature of the area.

- Objective: E. To provide a comprehensive multi-model transportation plan for the Northside Area that will encompass street and freeway safety and maintenance, maximum safety features for intersections, and a system of public and private transit for all age levels.
- Policy: E.1. Provide for further extensions of bus service into Northside as ridership warrants.
- E.2. Provide for the expeditious implementation of the Bicycle Master Plan within Northside.
- E.3. Encourage maximum community input decisions regarding the installation of major traffic control devices in Northside.
- Implementing Action: E.3.1. Traffic control measures should be initiated at the intersection of Fairmount Boulevard, Locust Street, and Green Drive right inside the Market Street entrance of Fairmount Park.
- E.3.2. The following locations should be frequently monitored in order that traffic signals or four way stops can be installed as soon as generally recognized standards for installation can be met.
- o Spruce and Main Streets (Declared to be of major importance by the Citizen Advisory Committee)
 - o Market Street at the Fairmount Park entrance to ensure a safe pedestrian crossing for residents living northeast and east of Fairmount Park.
 - o Columbia Avenue and Orange Street
 - o Main and Oakley Streets
 - o Orange and Oakley Streets
 - o Orange and Connector Streets
 - o Spruce and Mulberry Streets
- E.3.3. The on and off ramps at the Pomona Freeway (SR 60) and Main Street should be studied by Cal Trans to determine if a safer configuration can be developed.
- E.3.4. Consideration should be given to re-establishing a four-way stop at Lime and Third Streets.
- E.3.5. The eucalyptus trees along the curve at the National Guard Armory should be trimmed on a regular basis to maintain a clear view for vehicles using Market Street at that location.

- E.3.6. A stop sign should be installed at East La Cadena and Columbia Avenues.
- E.3.7. A four-way stop should be installed on Orange and Strong.
- E.3.8. Posted speed limits should be strictly enforced on Market Street between Ridge Road and the Pomona Freeway (SR 60).
- E.3.9. The City should proceed with the widening and improvement of Orange Street as a 66-foot-wide secondary street from First Street to Columbia Avenue.
- E.3.10. Strong Street west of Main Street should be widened.
- E.3.11. The City should study ways to reduce traffic congestion and speeding in Fairmount Park on weekends and holidays.

Policy:

- E.4. Discourage the utilization of Northside surface streets by through truck traffic.

Implementing
Action:

- E.4.1. Major importance should be placed on conducting a study to determine a means to eliminate the problem of noise and speeding by large trucks south of Columbia Avenue on Main Street, especially at Fremont School. Such a study should give careful consideration to the possibility of alternate truck routes.

Policy:

- E.5. Consider any EIR sectional criteria to see all criteria are met in the Northside area for all land development.

Objective:

- F. To provide a sanitation and waste disposal system that is of the highest standards set forth for citizen health in Northside while still being economically cost effective.

Policy:

- F.1. Allow community review for any public or privately contracted system of sanitation and waste disposal considered for the Northside Area; this allows for discussion on rates and costs for alternatives, methods of pickup and special factors on packaging.
- F.2. Encourage City ordinances on littering, dumping of trash or cluttering premises or parts of the Northside Area (including Fairmount and Reid Parks) when considering any cleanup campaign, sanitation proposals, or general community aesthetics.

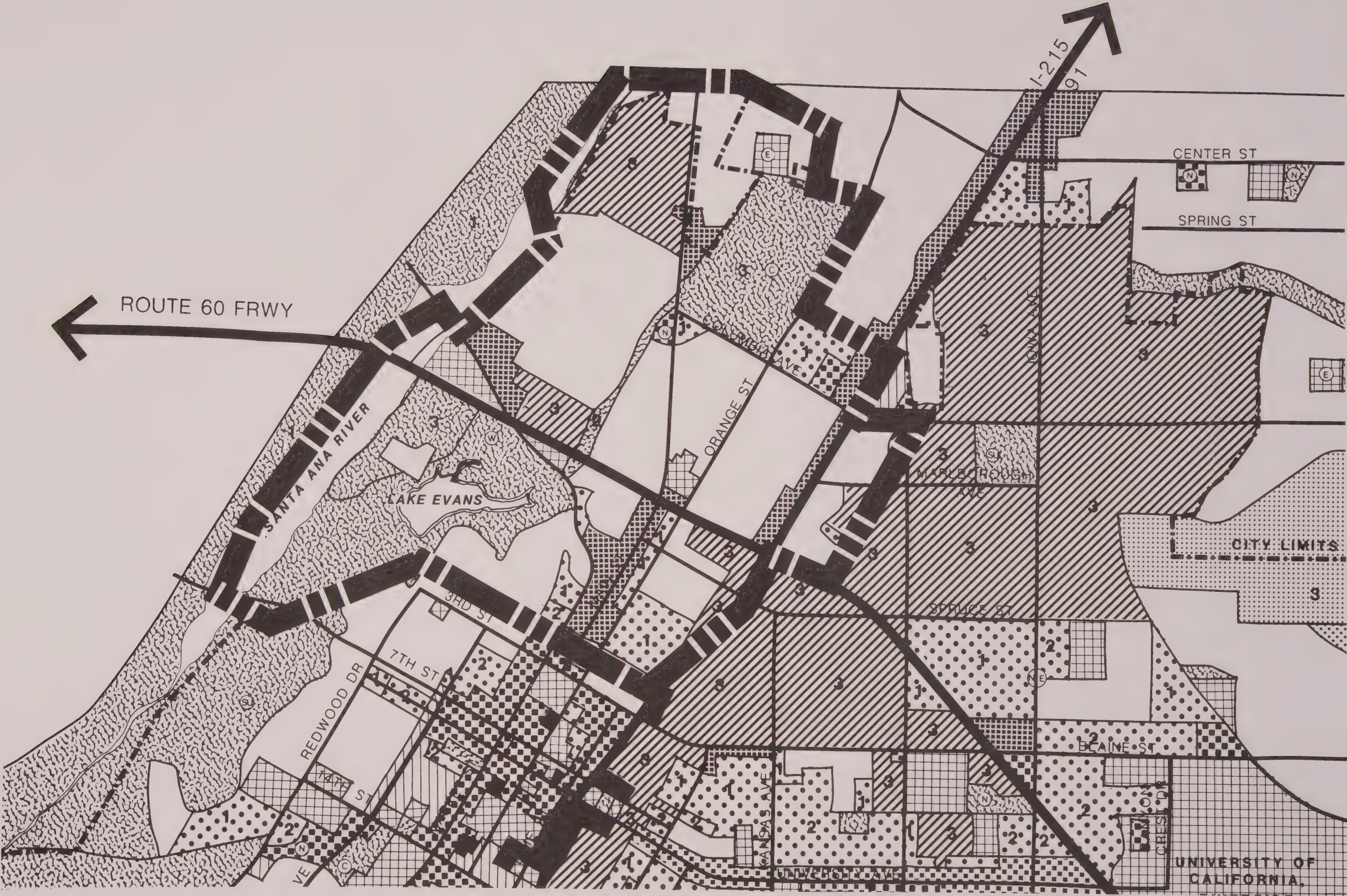
- Objective: G. To provide the area of Northside with a level of potable water for public and private consumption, adhering to all Public Health Standards.
- Policy: G.1. Study whether any further development undertaken, either new or renovative in nature, could disturb the present water system of the Northside area, the water table, flood control considerations or the drainage system.
- G.2. Prevent development, new or renovative in nature, that threatens the Health standards of the present water system.
- G.3. All present water systems, whether for public or private use commercially, residentially, or recreationally, should be continuously monitored and maintained according to health code standards.
- Objective: H. To propose a set of recommendations aimed at Northside environment that will promote economic growth for future revenues as well as meeting a specific set of aesthetic criteria.
- Policy: H.1. Encourage future business development that has a positive influence on economic growth in Northside.
- Implementing Action: H.1.1. A continuous assessment should be made by appropriate educational agencies of the educational system's ability to prepare people for college and employment.
- H.1.2. Through increased education and skill training, raise the capability of the Northside citizens for high income opportunities.
- H.1.3. A study should be conducted to determine the feasibility of locating a neighborhood shopping center in the Northside Community.
- H.1.4. The necessary facilities should be provided to Small Business Administration to meet with Northside businessmen in order to expedite financing for remodeling buildings and recapitalization.
- H.1.5. Existing properties along the following areas should be upgraded and renovated:
- o North Main from First Street to the City Limits.
 - o Market Street from First Street to the City Limits.

- o West La Cadena Avenue from Strong Street to the City Limits.
 - o The industrial complex at Mulberry and Russell Streets.
- H.1.6. Present plans and procedures for low-cost home maintenance loan programs for low and moderate income families should be implemented.
 - H.1.7. The Home Maintenance Grants program for Senior Citizens should be implemented.
 - H.1.8. The City of Riverside, in cooperation with Riverside Chamber of Commerce and the Northside Citizens Advisory Group should implement procedures, to encourage light industry to locate in the Northside.
 - H.1.9. Private investors should be encouraged to provide recreation facilities at Reid Park and Fairmount Park as concessionaries.
 - H.1.10. Matching funds should be secured for offsite improvements from Riverside County. The Economic Development Board should serve as an incentive to new light industry.
 - H.1.11. An Information Job Bank should be established at Reid Park Community Center.
 - H.1.12. Child care facilities should be created at work sites by industry and government on a sliding fee scale.
 - H.1.13. A Business-Industry-Labor-Education government task force should be created to research and plan for the elimination of chronic unemployment.
 - H.1.14. National Youth Council programs should be expanded in Northside.
 - H.1.15. Vocational training programs relative to labor market availability should be increased.
 - H.1.16. Local businessmen should be encouraged to hire youth.
 - H.1.17. Contractors should be encouraged to hire from within the area when local projects are governmentally financed.
 - H.1.18. Employers should be encouraged to hire youth, senior citizens and the handicapped.

V. Land Use Plan

The Northside Community Plan does not propose any land use changes in a graphic format. The present land use designations for the study area are included in this 1984 Summary on the following page.

pl-riv.12



- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

- VERY LOW DENSITY RESIDENTIAL
 - 1. Citrus Residential 5
 - 2. Citrus Residential 2
 - 3. Very Low Density C/Open Space
 - 4. Very Low Density B
 - 5. Agricultural Residential
- VERY LOW TO LOW DENSITY RESIDENTIAL
 - 1. Very Low Density 1 acre
 - 2. Very Low Density A
 - 3. Low Density
 - 4. Semi-Rural Lifestyle
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL
 - 1. Medium High Density
 - 2. High Density
 - 3. High Density/Offices
- INDUSTRIAL
 - 1. Industrial Park
 - 2. Low Density
 - 3. High Density
 - 4. Air Industrial
- OPEN SPACE/PARKS
 - 1. Public Park
 - 2. Natural Arroyo
 - 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below:

- 1. The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community
- 2. City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Park(way), and G - Golf Course
- 3. Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station



CITY OF RIVERSIDE

GENERAL PLAN

(1984 SUMMARY)

SOUTHEAST AREA

SOUTHEAST AREA STUDY SUMMARY

I. Introduction

The Southeast Area Study consists of some 2,995 acres and is bounded by the Atchison, Topeka and Sante Fe Railroad adjacent to the Escondido Freeway (I-215) on the east, and Alessandro Boulevard on the south. The western boundary is formed by property lines that generally parallel the existing dirt road that extends Canyon Crest Drive southerly to Alessandro Boulevard, while the northern boundary follows property lines generally between the Country Club/Canyon Crest Drive intersection easterly toward the Escondido Freeway.

The Southeast Area Study Policy Report was prepared by the City of Riverside Planning Staff and adopted in 1980. The study area was the last major undeveloped land area within the City to undergo detailed planning analysis.

II. Issues

This section will include a summary of issues based upon existing conditions at the time of preparation of the Southeast Area Study Policy report in 1980.

A. Sycamore Canyon

Among the more important concerns within the Southeast Study Area is the question of how Sycamore Canyon should be defined and ultimately used. While its role as a wildland park has been an identified planning goal for the past 50 years, beginning with the City's first general plan in 1929, little about its boundaries or appropriate usage has been defined. This planning effort offers an opportunity for the establishment of criteria for defining Sycamore Canyon's boundaries and applying those criteria to better identify the park's location and future functions.

To be considered in approaching the Sycamore Canyon question are such factors as those listed below:

Terrain: What are the logical visual bounds of the Canyon in terms of ridgelines, rock outcroppings and tributary ravines?

Wildlife: What is the necessary range needed to support the wildlife now inhabiting Sycamore Canyon and what kinds of uses in the park and adjacent to the park can be permitted that will be compatible with the type of wildlife found in Sycamore Canyon.

Vegetation: How should plant communities be considered in defining Sycamore Canyon?

Adjacent Uses: What uses should be allowed to adjoin Sycamore Canyon and at what densities?

These are all aspects of the issue that surrounds the question of how Sycamore Canyon should be handled.

B. Aircraft Noise Levels and Crash Potential

March Air Force Base is recognized as a significant contributor to the economy of the Riverside area. It is also, however, a source of potential hazards and high noise levels, especially where aircraft operations interface with residential or other sensitive uses. In order to ensure the continued viability of March Air Force Base in this area, it is important that current land use planning efforts take aircraft operations into account in the zoning and planning of land impacted by its operations.

Accordingly, an important issue within the Southeast Area will be to analyze noise levels and "Accident Potential" zones identified by the recently updated AICUZ study to exist in the study area. It will then be possible to determine where land use, zoning or planning conflicts may exist and to recommend solutions to any problems that might be uncovered.

C. Agriculture, Soils and Terrain

The Southeast area has been the scene of dryfarm operations for many decades. Much of the land currently being dryfarmed is designated for open space uses on the General Plan. Farming is entirely compatible with this plan designation. The question of the future viability of these agricultural uses constitutes another issue of concern for this renewed planning effort.

A substantial portion of the study area is characterized by soils that are characterized by steep slopes and moderate to very high erosion hazards. These same soils also have severe limitations for use as septic tank filter fields. It is therefore important that careful consideration be given to the inherent soil limitations in the study area and that future land uses be selected with these constraints in mind. Careful consideration of terrain features, including hills, rock outcroppings and ravines will also be important to future planning efforts.

D. Public Utilities and Facilities

Existing major public utilities and facilities are generally lacking in the study area, reflecting the undeveloped nature of the area. Future urbanization of this portion of the city could require major expenditure to extend existing city services or to acquire facilities of other agencies presently serving the area (Western Municipal Water District, Edgemont Community Service District, and Southern California Edison). The future provision of supporting infrastructure (sewer, water, electricity and the like) in the most cost-effective manner possible should, therefore, be evaluated in determining the distribution of future land uses in the study area.

E. General Plan/Zoning Conflicts

Existing General Plan and zoning designations within the City are largely consistent with one another. The City's sphere of influence, however, shows some areas of conflict with County of Riverside zoning and planning. Specific instances include the strip of commercial zoning in an area designated open space on the City's General Plan on the south side of Alessandro Boulevard westerly of Highway 395. Also of note is the City's planning for industrial uses easterly of Trautwein Road southerly of Alessandro Boulevard where the County General Plan shows the same area for Open Space and Agricultural uses. Close cooperation between the City and County will be important in the development of future land use policies for the study area and adjoining unincorporated land to insure such policies are consistent and compatible with each other.

III. Goals

The City of Riverside will seek to accommodate development in the Southeast Area that is fully sensitive to both the natural and manmade environment.

IV. Objectives, Policies and Implementing Actions

Objective:	A.	To permit land uses that are compatible with the Air Installation Compatible Use Zone (AICUZ) study recommendations and topographical constraints.
Policy:	A.1	Encourage industrial uses easterly and southerly of Sycamore Canyon in areas exposed to noise levels in excess of 75 dB(A).
Implementing Action:	A.1.1.	The General Plan should be amended to place the area proposed for industrial uses in the Industrial Park classification for implementation through MP (Manufacturing Park) zoning.

Policy: A.2 Permit only very low density residential uses (average 2 dwelling units per acre) westerly of Sycamore Canyon in areas exposed to noise levels up to 75 dB(A) and where natural slopes average up to 15 percent (except as noted in policy A.3).

Implementing Action: A.2.1. The General Plan should be amended to place the area containing average natural slopes of less than 15 percent and proposed for residential uses in the Very Low Density "B" Residential classification (average 1 dwelling unit per 2 acres). This land use classification should be implemented through RA-2 (Residential Agricultural) zoning.

Policy A.3 Permit an average of one dwelling unit per 2 acres in areas containing average natural slopes between 15 and 30 percent as required by Proposition R.

Implementing Action: A.3.1. The General Plan should be amended to place the area containing average natural slopes in excess of 15 percent slope and proposed for residential uses in the Very Low Density "B" Residential (Proposition R) classification (Average 2 acre parcels). This land use classification should be implemented through RC-2 (Residential Conservation) zoning.

Policy: A.4 Change existing zoning to conform with the land use proposals of this document pursuant to adopted City policy dealing with General Plan/zoning consistency.

Implementing Action: A.4.1. A General Plan/Zoning Consistency case should be initiated to remove the existing approximately 200 acre block of R-3 zoning on the northerly side of Alessandro Boulevard, westerly of I-215 and place this acreage in the MP-Manufacturing Park zone to implement the proposed Industrial Park land use designation.

A.4.2. A General Plan/Zoning consistency case should be initiated to remove the existing C-2 zoning on about 18 acres on the northerly side of Alessandro Boulevard midway between Trautwein Road and Highway 395 and place this acreage in the MP-Zone to implement the proposed Industrial Park land use designation in this area.

A.4.3. A General Plan/Zoning consistency case should be initiated to remove RC zoning from portions of existing parcels on both sides of the proposed Natural Arroyo northeasterly of the water filtration plant and place these areas in the MP zone to implement the proposed Industrial Park designation.

- A.4.4. A General Plan/Zoning Consistency case should be initiated to formally place the acreage westerly of Sycamore Canyon and proposed for Very Low Density "B" Residential uses (Average 2 acre parcels) in the RA-2 zone. This acreage is presently in the interim RA-2 Zone.

Objective: B. To preserve Sycamore Canyon as a unique natural feature having Citywide open space value.

Policy: B.1 Encourage land donations or the dedication of land in lieu of park fees for the acquisition of portions of Sycamore Canyon as a public park, open space or trail linkages.

Implementing Action: B.1.1. The Park and Recreation Department should (1) develop specific park boundaries within Sycamore Canyon; (2) develop ultimate park and open space uses in this area; and (3) begin acquisition and implementation proceedings as soon as possible.

B.1.2. The Riverside Unified School District should be urged to coordinate the siting of the proposed elementary school adjacent to Sycamore Canyon with the Park and Recreation Department.

Objective: C. To ensure that sewage effluent is disposed from the study area in a sanitary, environmentally and economically sound manner.

Policy: C.1 Approve development in the Southeast Area only if the property involved can be safely served by adequate on-site sewage disposal techniques.

Implementing Action: C.1.1. The Public Works Department should analyze the problem of sewerage the study area and develop general guidelines for sewage disposal in this area, especially acreage proposed for industrial development.

Policy: C.2 Subject any proposed extension of a trunk sewer line to service the study area, especially any proposed extension through Sycamore Canyon, to extensive environmental review and analysis. (According to the State Guidelines for implementing the California Environmental Quality Act the extension of a trunk sewer line with capacity to serve new development will normally have a significant effect on the environment).

- Objective: D. To encourage new development to locate in close proximity of existing public utilities and facilities so as to minimize public costs for providing needed services.
- Policy: D.1 Re-evaluate existing utility and facility fee structures to insure that public capital costs for providing services are offset by appropriate fees from new development.
- D.2 Design any future extension of Ransom Road between Canyon Crest Drive and Alessandro Boulevard in such a manner as to provide direct visual and physical access to the planned Sycamore Canyon Park wherever feasible.
- Objective: E. To insure compatibility future development on both sides of the common City/County jurisdictional boundaries in the Southeast Area.
- Policy: E.1 Encourage the County of Riverside to develop specific land uses for property immediately adjacent to the City as a supplement to the County's policy plan approach for identifying future land uses.

V. Land Use Plan

The Southeast Area Policy Report recommended several changes to the General Plan Land Use Element. This 1984 Summary includes an updated Land Use Plan for the Southeast Area as amended and revised in the spring of 1984 (See "Southeast Area Land Use Plan" following this summary). A discussion of the 1980 recommended changes is included within this section.

A. Easterly of Sycamore Canyon

A total of about 1,101 acres both easterly and southerly of Sycamore Canyon are proposed for Industrial Park uses. This land use designation has been selected for this entire area since; (1) quality industrial development has previously established in the area; (2) a considerable portion of the acreage is already zoned for MP (Manufacturing Park) uses; (3) land contours are generally flat to gently rolling thereby facilitating industrial development; and (4) good access is provided by Alessandro Boulevard, Box Springs Boulevard and Eucalyptus Avenue. In addition, the recommended Industrial Park designation would be compatible with the AICUZ study recommended land

uses for high noise impacted areas. It should be noted that over half of this area proposed for Industrial Park uses is impacted by noise levels in excess of 80 dB(A) while the remainder is impacted by noise levels ranging between 75 and 80 dB(A).

A federally funded study of Riverside's industrial base in 1978, entitled Development of an Adjustment Strategy - Strengthening the Commercial and Industrial Base, concluded that industrial development opportunities in the City of Riverside should initially focus on four "target" areas. One of these target areas includes acreage in the easterly portion of the study area (Box Springs Industrial Area Park). According to this report, it is expected that market pressures for large, freeway oriented parcels will facilitate further industrial development of the Box Springs Industrial Park area in the 1980-85 time frame. The recommended Industrial Park land use designation in the easterly portion of the study area would serve to further these identified economic goals and opportunities in this portion of the City.

A possible modification to the recommended Industrial Park designation over this entire area would be to continue to recognize and possibly expand the existing Retail Business and Office land use designation at the northwesterly corner of Alessandro Boulevard and Highway 395. A few small retail commercial uses are presently located at this intersection. Careful consideration, however, should be given to the type of future commercial uses that are ultimately permitted to locate here since this area is exposed to noise levels in excess of 80 dB(A) and is designated as "Accident Potential Zone II" by the AICUZ study. As a matter of information, the AICUZ study recommends that commercial development in such areas be limited to such non-intensive uses as wholesale trade, the sale of building materials and repair services.

In conclusion, adoption of the Industrial Park designation in this area would continue to promote high quality industrial development adjacent to two major entrances to the City (Alessandro Boulevard and I-215) as well as provide a major employment base consistent with the findings and recommendations of the recently completed Adjustment Strategy report.

B. Westerly of Sycamore Canyon

Approximately 540 acres westerly of Sycamore Canyon is proposed for Very Low Density "B" Residential uses (average .5 dwelling units per gross acre). In addition, about 147 acres adjacent to Sycamore Canyon in the same area were recently placed in the RC-2 Zone by Proposition R and are now designated for minimum two acre parcels on the General Plan.

The majority of the acreage proposed for average 2 acre parcels is characterized by slopes ranging between 10 and 15 percent, as well as generally high erosion and run-off potential from underlying soils. The bulk of this area is also impacted by noise levels ranging between 70 to 75 decibels. For these reasons, it is the Planning Department's belief that development of this area at a density of 1 dwelling unit per 2 acres would be the most sensitive in terms of minimizing grading, erosion and storm water run-off.

This recommended density would also be consistent with land use policies adopted in 1979 as part of the Arlington Heights Plan for properties across Alessandro Boulevard to the west. Under the Arlington Heights Plan, properties having terrain characteristics similar to that in the study area and impacted by noise levels between 70 to 75 dB(A) are likewise designated for very low density residential development averaging one dwelling unit per 2 acres.

Since acreage immediately to the south of the proposed Middle School and westerly of future Canyon Crest Drive contains only moderate slopes (less than 10%), more intense residential development than proposed above may be appropriate in this particular area. In this regard, consideration might be given to designating this approximately 40 acre area for dwelling unit densities in the one unit per acre range. Such a density should not result in substantial change to existing topography and would be closer to residential densities that already exist beyond the study area to the west and south.

C. Sycamore Canyon

Of the 878 acres included as Sycamore Canyon, about 500 acres at the mouth of the canyon are proposed for eventual acquisition as a major open space feature. As a matter of information, the entire proposed park area has been placed in the RC Zone by Proposition R.

Additional detailed conceptual analysis will be necessary before specific park boundaries and uses are ultimately established. Since urbanization pressures already exist in the immediate area of this proposed City-wide park, it would appear that necessary detailed studies should be conducted at the earliest opportunity.

The remaining 378 acres in the Canyon having natural slopes of 15 percent or greater are designated for Natural Arroyo uses. This designation would help promote the preservation of natural drainage areas, provide visual

relief from surrounding urbanization and facilitate the development of trail linkages extending the entire length of Sycamore Canyon. These trail linkages are, in turn, proposed to connect with Benedict Wash to the west via a proposed Middle School at Claridge Drive and Century Avenue. All of these concepts are embodied in the currently adopted Open Space Element of the General Plan and are reaffirmed through this plan proposal.

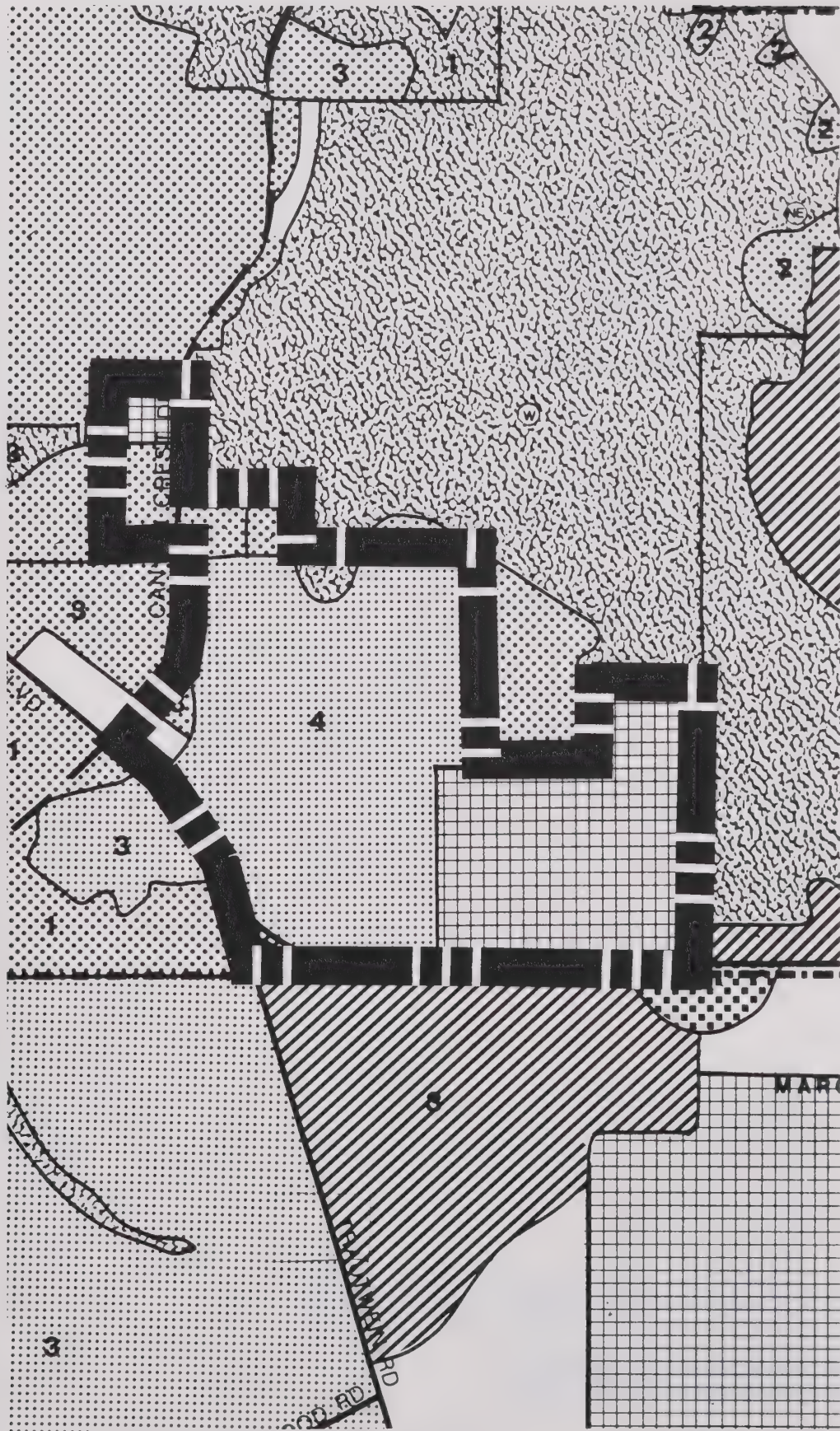
In summary, the recommended development patterns for the study area are sensitive to both natural and man made opportunities and constraints. The proposed large pool of industrially designated land easterly of Sycamore Canyon provides an opportunity to establish a major quality industrial complex as envisioned by a recently completed economics study of the City of Riverside. Likewise, very low density residential uses proposed for the acreage westerly of Sycamore Canyon is sensitive to the existing natural terrain and existing high noise levels in the area.

The retention of Sycamore Canyon as a natural open space feature is a reaffirmation of adopted planning practice dating back several decades. This canyon not only serves as a logical division of land uses immediately to the east and west but also has the potential for providing City-wide open space uses.

riv.10

SOUTHEAST STUDY AREA

LEGEND



- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

- VERY LOW DENSITY RESIDENTIAL**
 - 1. Citrus Residential 5
 - 2. Citrus Residential 2
 - 3. Very Low Density C/Open Space
 - 4. Very Low Density B
 - 5. Agricultural Residential
- VERY LOW TO LOW DENSITY RESIDENTIAL**
 - 1. Very Low Density 1 acre
 - 2. Very Low Density A
 - 3. Low Density
 - 4. Semi-Rural Lifestyle
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL**
 - 1. Medium High Density
 - 2. High Density
 - 3. High Density/Offices
- INDUSTRIAL**
 - 1. Industrial Park
 - 2. Low Density
 - 3. High Density
 - 4. Air Industrial
- OPEN SPACE/PARKS**
 - 1. Public Park
 - 2. Natural Arroyo
 - 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below

1 The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as: N - Neighborhood, R - Regional and C - Community

2 City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Parkway, and G - Golf Course

3 Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station

LAND USE PLAN

1" equals 2000'



CITY OF RIVERSIDE
GENERAL PLAN
(1984 SUMMARY)

**SYCAMORE CANYON
BUSINESS PARK**

SYCAMORE CANYON BUSINESS PARK SPECIFIC PLAN SUMMARY

I. Introduction

The purpose of a specific plan is to implement the General Plan. The Sycamore Canyon Business Park Specific Plan (SCBPSP) (formerly Box Springs Industrial Park Specific Plan) does this through the establishment of development standards and guidelines for the project area in accordance with State Government Code Section 65450.

Consisting of 1,417 acres of land located in the Southeasterly portion of the City of Riverside, the site is bounded on the south by Alessandro Boulevard, and on the east by the Atchison, Topeka and Santa Fe Railroad adjacent to the Escondido Freeway (I-215). The western boundary is formed by the northerly extension of Barton Street, while the northern boundary follows existing property lines between the extension of Barton Street and Box Springs Boulevard.

II. Issues

The SCBPSP is the result of a complex series of circumstances. As the only large, undeveloped area of land not previously subject to detailed planning analysis, the site had been identified as a potentially significant development opportunity in economic revitalization studies conducted in 1978.

The adoption of the Arlington Heights Plan for the area immediately to the southwest in June of 1979, served to stimulate action to take a new look at this area and restudy the 1969 General Plan. Another factor was the County of Riverside Woodcrest Area Plan involving land to the south. Consequently, in early 1979, the City joined the County in adopting interim two-acre "Residential-Agricultural" zoning over a large portion of this area as a control pending further studies.

The City of Riverside prepared a special report for the Southeast Study Area, adjacent to and complementing the County Woodcrest Study Area. As a policy report, it was adopted by the City Council in November of 1980.

Another significant factor is the Air Installation Compatible Use Zones (AICUZ) report for March Air Force Base. As amended in October of 1979, this official Department of the Air Force study identifies aircraft noise and accident potential effects of the mission at March AFB. It also recommends land use plans, policies, and ordinances which are intended to insure compatible relationships in the local environs of the base.

The bulk of property within the Sycamore Canyon Business Park is described as impacted by aircraft noise contours of 80 CNEL or above. In addition, a large area of land along the AT&SF railroad is exposed to accident potential resulting from aircraft operations.

Development policy for the Sycamore Canyon Business Park has considered these previous studies and incorporated relevant policies so as to achieve necessary consistency.

III. Goals

The primary goal of the SCBPSP was to establish a comprehensive plan and policies to encourage and facilitate high quality industrial development in the subject area.

IV. Objectives, Policies and Implementing Actions

The original 1982 document is almost entirely an implementing action itself. It includes a comprehensive list of development standards intended to control development within the study area. The detailed nature of the Specific Plan which includes diagrams, tables, etc. makes the summary of standards inappropriate. This 1984 Summary will include only a list of objectives within this section as follows:

- A. To assure quality development through the establishment of site design standards.
- B. To utilize environmental factors, particularly aircraft noise and topography, as development constraints.
- C. To preserve Sycamore Canyon as a unique natural resource with city-wide open space value.
- D. To minimize infrastructure costs through efficient and orderly development phasing.

V. Land Use Plan

The Land Use Plan for the Sycamore Canyon Business Park (following this document) establishes 480 acres of Sycamore Canyon as a natural preservation area and the remaining 937 acres as industrial land through establishment of the following land use categories:

- o Industrial - Appropriate land uses include light industrial, distribution and warehousing, and product assembly.
- o Industrial Support - Low intensity industrial support uses.
- o Arroyo - Sycamore Canyon open space area as determined by 15%+ slope gradient.

- o Sewage Treatment Plant - Existing and proposed expansion for Edgemont Community Services District facility (the District owns about 60 acres).

Sycamore Canyon traverses the site from the northwest to the southcentral portion of the project site. Industrial Support lands are located adjacent to I-215 in the southeast portion of the site and substantially corresponds to an Accident Potential Zone (APZ) associated with March Air Force Base operations. All other land is proposed Industrial land except for the Sewage Treatment Plant located between East Ridge Avenue and Cottonwood Avenue, east of Brown Street (proposed).

RIV.22

SYCAMORE CANYON BUSINESS PARK

(formerly Box Springs Industrial Park)

LEGEND

	VERY LOW DENSITY RESIDENTIAL*
	VERY LOW TO LOW DENSITY RESIDENTIAL*
	MEDIUM LOW DENSITY RESIDENTIAL
	MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
	RETAIL BUSINESS AND OFFICES*
	SERVICE COMMERCIAL
	VISITOR COMMERCIAL
	OFFICES (only)
	INDUSTRIAL*
	INSTITUTIONAL
	OPEN SPACE/PARKS*
	PARKING

* Sub-categories listed below

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

1. Citrus Residential 5
2. Citrus Residential 2
3. Very Low Density C/Open Space
4. Very Low Density B
5. Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

1. Very Low Density 1 acre
2. Very Low Density A
3. Low Density
4. Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

1. Medium High Density
2. High Density
3. High Density/Offices

INDUSTRIAL

1. Industrial Park
2. Low Density
3. High Density
4. Air Industrial

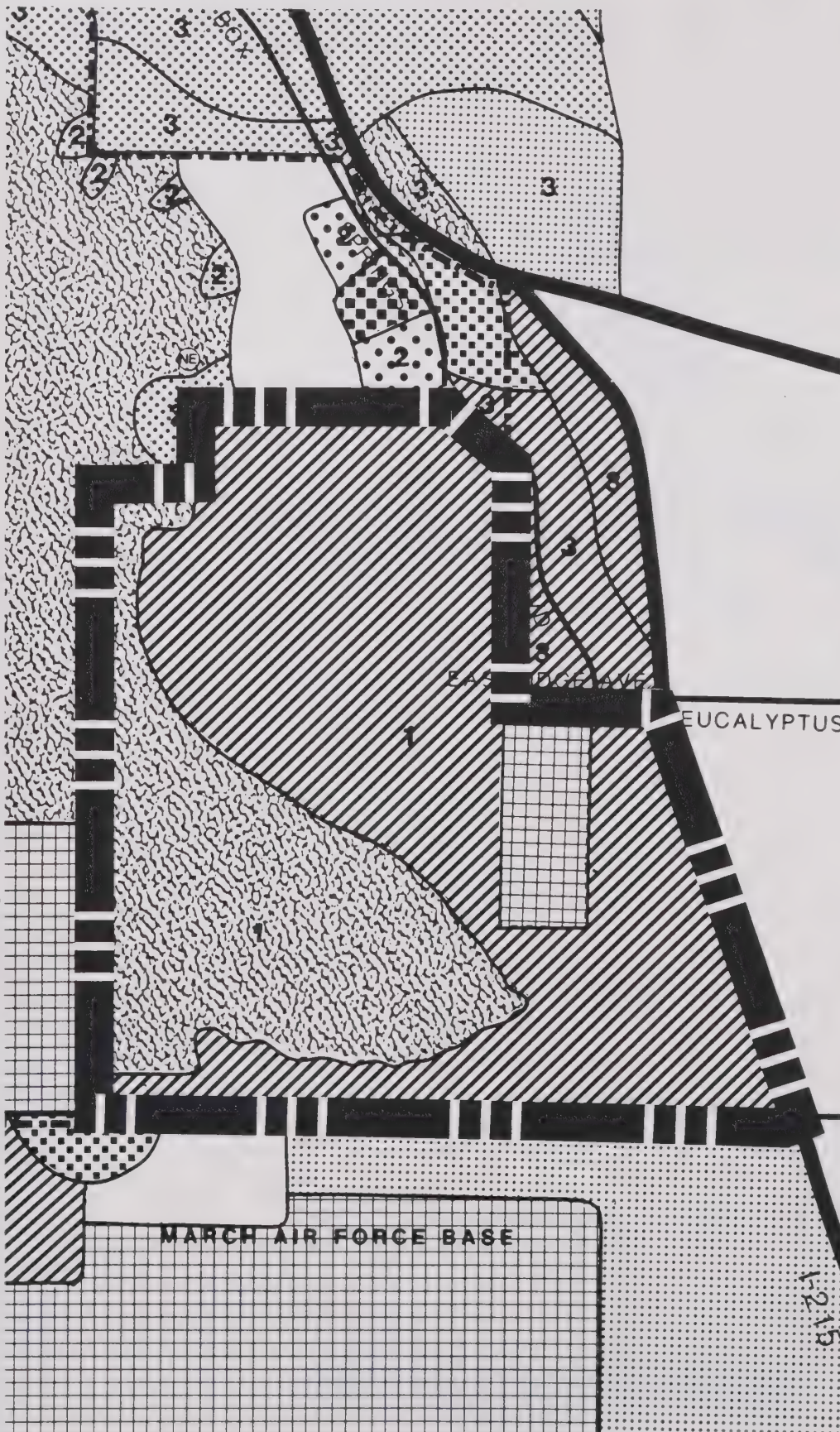
OPEN SPACE/PARKS

1. Public Park
2. Natural Arroyo
3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below

- 1 The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as:
N - Neighborhood R - Regional and C - Community
- 2 City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, P - Regional, C - Community, W - City Wide, S - Special Use, P - Portal Park(way), and G - Golf Course
- 3 Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station

See Specific Plan map on file with the Planning Department for further details.



LAND USE PLAN

1" equals 2000'





CITY OF RIVERSIDE

GENERAL PLAN

(1984 SUMMARY)

SYCAMORE CANYON

SYCAMORE CANYON SPECIFIC PLAN SUMMARY

I. Introduction

The purpose of a specific plan is to implement the General Plan. The Sycamore Canyon Specific Plan (SCSP) does this through the establishment of an orderly plan for development and preservation of the Sycamore Canyon vicinity in accordance with State Government Code Section 65450.

The Sycamore Canyon Specific Plan encompasses an area of about 1,400 acres located in the eastern area of the City and in part adjacent to unincorporated County areas to the east. The boundaries of the Plan area were identified along property ownership lines to encompass all properties directly affected by, or adjacent to, the physiographic feature known as Sycamore Canyon. These irregular boundaries generally extend from Central Avenue on the north to the MWD water filtration plant on the south and from the proposed extension of Canyon Crest Drive on the west to Interstate 215 on the east.

II. Issues

A. Constraints Analysis

A detailed site analysis was undertaken prior to actual land use planning within the SCSP study area. This analysis included development of a detailed system of maps and matrices. This matrix and map system (Master Constraints Analysis) divided the study area into 35 subareas defined by physical limits of various constraints, including:

- o Slopes over 15 percent
- o Slopes over 30 percent
- o Sensitive archaeological areas
- o Sensitive wildlife areas
- o Areas of ambient noise level over 75 CNEL
- o Rock outcroppings
- o Major drainage courses and vegetation
- o The RC zone.

Each of the 35 subareas was placed within a constraint category based upon severity and number of identified constraints as follows:

<u>Constraint Category</u>	<u>Constraint Level</u>
1	Minimal
2	Minor
3	Moderate
4	Major
5	Severe

Two aspects of this approach are particularly important and bear repeating here. First, all constraints considered were given equal weight in the analysis. For example, high noise levels were considered of equal importance as sensitive wildlife areas, but neither was considered more important than the other. Since the various interest groups concerned about the study area would likely assign different weights to the same constraint, this approach provides an objective analysis. Second, other constraints which do not affect the development capability but may affect the density or design of development were not considered in this analysis, but were considered in the Plan itself. These include ridgelines, ownership patterns, seismic conditions and surface runoff, among other factors.

B. Summary of the Approach to Identifying Alternatives

The process used to identify alternatives was a direct outgrowth of the Master Constraints Analysis. The process was based on three factors described below:

Open Space Options: Three different open space options were defined as the basis for the alternative concept plans utilizing the Master Constraints Analysis and Map. In general, these options were:

- Option 1: All geographic units in constraint categories 3, 4, and 5;
- Option 2: All geographic units in constraint categories 4 and 5; and
- Option 3: All geographic units in constraint category 5.

Yield: For all alternative concept plans, the overall yield based on existing zoning was used to determine the limits of development. After examining other bases for yield, existing zoning was selected as the preferred choice for three reasons: 1) it represents city policy; 2) it incorporates Proposition R provisions; and 3) it represents a detailed approach to the yield potential of the Plan area.

Assignment of Yield: The assignment of yield to each of the three open space options was handled in two different ways, creating a total of six alternative concept plans. For all of the "A" options (A-1, A-2, A-3) each owner's yield was assigned to the portions of that ownership not included in the open space areas. This approach leaves five owners with a total of about 120 acres who cannot develop since their ownership is entirely devoted to open space. In the "A" option, these owners would be compensated for their property in some way, i.e., payment for the property would be made by the City from one or more funding sources.

For all of the "B" options (B-1, B-2, B-3) the same process was used except that the owners who could not develop would be compensated by Owner #1 (Lusk) who would receive a total of two units for each one that he "purchases." In addition, alterations to the zoning categories on the Lusk property were made to substitute residential uses for 25 of the 35 acres of commercially zoned land in response to plans for other commercial uses in the vicinity.

After extensive review and discussion, Alternative Concept B-1 was selected to become a basis for the Specific Plan. (See "Sycamore Canyon Land Use Plan" following this summary).

III. Goals

The primary goal of the SCSP was to identify specific measures that would assure the protection of the canyon area as a major undeveloped arroyo while maintaining certain development opportunities for the individual property owners.

IV. Objectives, Policies and Implementing Actions

The original 1983 document is almost entirely an implementing action itself. It includes a comprehensive list of development standards intended to control development within the study area. The detailed nature of the Specific Plan which includes diagrams, tables, etc. makes the summary of standards inappropriate. This 1984 Summary will include only a list of objectives within this section as follows:

Broad Objectives

- A. To protect Sycamore Canyon as a visual physical entity, incorporating ridgelines, rock outcroppings and other major features into an open space system.
- B. To protect the wildlife and plantlife now inhabiting Sycamore Canyon.
- C. To provide for public use for active and passive recreation of portions of the Canyon without endangering the special ecosystem of the Canyon.
- D. To provide each property owner with an opportunity to develop his land or to receive an equitable share of the urban development permitted to occur in the area.
- E. To establish clear and consistent standards which protect the sensitive environment by regulating permitted development.

Land Use Objectives

- D. To provide for the protection and recreational use of natural canyon and adjacent areas with sensitive biological or archaeological resources.
- G. To allocate land uses and densities in accord with the physical constraints of the site.
- H. To maximize the potential for quality residential development in terms of design standards and open space provisions.

Accession Objectives

- I. To promote driver and pedestrian safety.
- J. To facilitate access for emergency vehicles.
- K. To minimize traffic impacts on adjacent uses.
- L. To provide alternatives to auto transportation to minimize energy consumption and auto-related air pollution.
- M. To offer aesthetically pleasing pedestrian and bicycling pathways.

Utilities, Public Services and Facilities Objectives

- N. To provide for a system of safe and efficient service.

Open Space and Natural Resources Objectives

- O. To provide for the protection of natural resources in and around the Canyon.
- P. To plan for the development of peripheral areas to minimize potential impacts on the Canyon and sensitive adjacent areas.

Landscaping and Architectural Design Objectives

- Q. To establish general controls which will ensure consistency in design and promote visual quality of the Plan area.
- R. To encourage innovative and imaginative designs for individual units and complexes within the parameters set by the design guidelines.

V. Land Use Plan

The principal land uses permitted in the Plan are open space, residential uses, school(s), and neighborhood commercial uses. Permitted density and development standards for residential areas vary according to topography and other constraints, but are generally grouped into three categories: very low, medium low, and medium high/high density. The current land use designations are depicted on the Land Use Plan for Sycamore Canyon following this 1984 Summary Document.

Each of the land use categories is generally described below:

- o Open Space/Park - The Specific Plan identifies about 800 acres for a major open space area incorporating the significant natural arroyo and tributary system of Sycamore Canyon.
- o Neighborhood Park - A neighborhood park is designated at the easterly rim of the City-wide park to provide active recreation areas for local residents. Although shown to be about 10 acres in size, this park may be coordinated with the adjacent school and open space to be either larger or smaller, subject to the plan review process.
- o Very Low Density Residential - Most of the areas designated for residential use include steep slopes and other constraints which make very low density development desirable (0-2 units per acre). This category represents about two-thirds of the developable land area.
- o Medium Low Density Residential - A small proportion of the residential areas (11%) is designated for medium low density residential use (4-6 units per acre).
- o Medium High/High Density Residential - Medium High/High density residential uses have been limited to those areas which are not affected by RC zoning and have a high potential for development based on access and topography. These areas constitute about 22 percent of the total residential use area (7 percent of the total Plan area) and are primarily located near I-215.

- o Commercial - A 20-acre commercial area located at the interchange of Box Springs Boulevard and the Escondido Freeway (I-215) is shown on the plan. This commercial area is sized to primarily serve the needs of local residents.
- o School - The Riverside Unified School District has indicated the need for an elementary school in the area to serve students residing in the area proposed by the Plan to be developed. A 6-acre school site is shown adjacent to a neighborhood park.

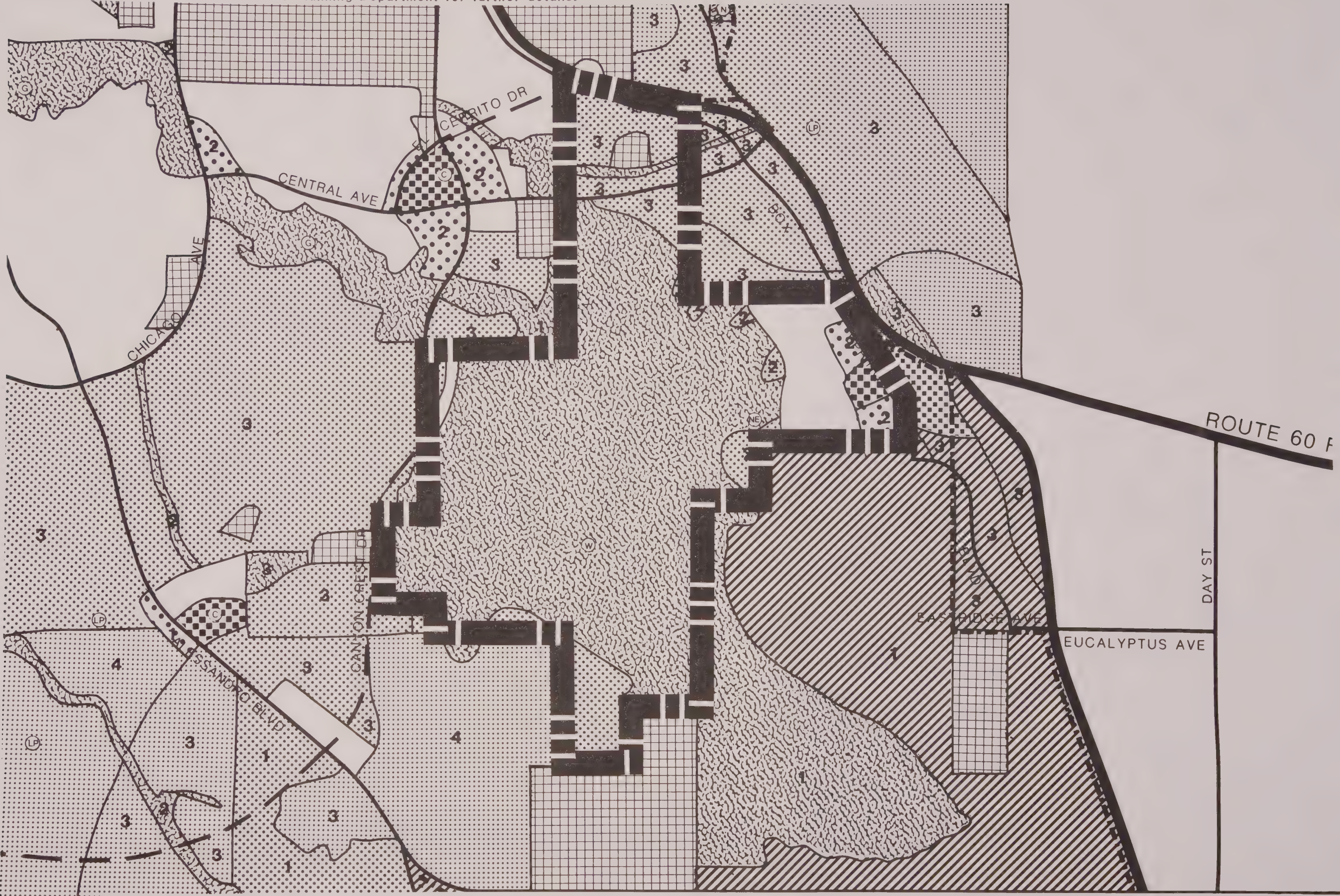
The central concept of the Plan is to further the voter's intent shown by the passage of Proposition R to protect natural hillside and arroyo areas. Overall development levels established by Proposition R are the basis of the Plan, but the location and density of development has been shifted to allow for the protection of the Canyon as a complete ecosystem, to the extent possible within the limitations of the Plan area boundaries.

The major thrust of the Plan is to identify which areas are most appropriately preserved as open space to protect the various natural resources in and around the Canyon. The Plan calls for preservation of over 800 acres of land of which about 400 acres are involved in the main canyon or its tributaries and the steep surrounding slopes. The remaining 400 acres include sensitive wildlife areas and archaeological areas as well as linking areas, many of which have other special features such as rock outcroppings.

The Plan provides for the development of perimeter portions of the site with residential uses while protecting areas in and around the Canyon for open space. Each owner is limited to a specific number of residential units based on the restrictions of existing zoning (including the RC zone) and is permitted a broad latitude to achieve this yield on his property, but always within the standards established by the Specific Plan. Individual site designs as well as detailed park plans will be part of subsequent plans when such development is proposed.

SYCAMORE CANYON

See Specific Plan map on file with the Planning Department for further details.



LEGEND

- VERY LOW DENSITY RESIDENTIAL*
- VERY LOW TO LOW DENSITY RESIDENTIAL*
- MEDIUM LOW DENSITY RESIDENTIAL
- MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL*
- RETAIL BUSINESS AND OFFICES*
- SERVICE COMMERCIAL
- VISITOR COMMERCIAL
- OFFICES (only)
- INDUSTRIAL*
- INSTITUTIONAL
- OPEN SPACE/PARKS*
- PARKING

* Sub-categories listed below

SUB-CATEGORIES

VERY LOW DENSITY RESIDENTIAL

- 1. Citrus Residential 5
- 2. Citrus Residential 2
- 3. Very Low Density C/Open Space
- 4. Very Low Density B
- 5. Agricultural Residential

VERY LOW TO LOW DENSITY RESIDENTIAL

- 1. Very Low Density 1 acre
- 2. Very Low Density A
- 3. Low Density
- 4. Semi-Rural Lifestyle

MEDIUM HIGH TO HIGH DENSITY RESIDENTIAL

- 1. Medium High Density
- 2. High Density
- 3. High Density/Offices

INDUSTRIAL

- 1. Industrial Park
- 2. Low Density
- 3. High Density
- 4. Air Industrial

OPEN SPACE/PARKS

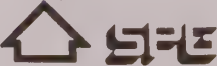
- 1. Public Park
- 2. Natural Arroyo
- 3. Local Park

NOTE: Other sub-categories are designated by circled letters as indicated below:

- 1. The "Commercial" land uses include the Retail Business and Office designation and the Shopping Center designation. Shopping Centers are further categorized as N - Neighborhood, R - Regional, and C - Community.
- 2. City parks that occur within another land use are designated with the LP (local neighborhood park) designation. Parks are further categorized as N - Neighborhood, R - Regional, C - Community, W - City Wide, SU - Special Use, P - Portal Parkway, and G - Golf Course.
- 3. Institutional uses are further categorized as E - Elementary School, M - Middle School, H - High School, L - Library, and F - Fire Station.

LAND USE PLAN

1" equals 2000'





CITY OF RIVERSIDE

GENERAL PLAN

(1984 SUMMARY)

VICTORIA AVENUE

VICTORIA AVENUE PLAN SUMMARY

I. Introduction

Victoria Avenue is an arterial within the City of Riverside which approximately parallels the Riverside Freeway (91). This street is southeast of the freeway and trends from the southwest to the northeast beginning at Fillmore Street and ending at University Avenue.

The original document was prepared in 1971 by the City Planning Department and adopted in 1973.

II. Issues

The original Plan (A Plan for the Development of Victoria Avenue) included an assessment of traffic volumes and adjacent land uses. These two factors are the key to an analysis of conditions as they existed at the time of document preparation.

A. Traffic Volumes

Livingston and Blayney, have published the most recent traffic projections for Riverside in Riverside: 1990, The General Plan. Their work, conducted in conjunction with the State Division of Highways and Wilbur Smith and Associates, Consulting Traffic Engineers, utilized highly sophisticated traffic projection techniques. Their projections for 1975 through 1978 anticipate a maximum volume of 6,800 vehicles southerly of Arlington Avenue, 11,400 between Arlington and Central Avenues, and 14,200 northerly from Central Avenue to Fourteenth Street. These volumes can be accommodated with scheduled widening.

Livingston and Blayney ADT projections for 1990 are based on the development of the Dufferin Avenue-Washington Street alternate arterial to relieve Victoria Avenue southerly of Arlington Avenue as a traffic carrier. The projected volumes on Victoria Avenue northerly of this intersection of this new alignment and Victoria Avenue range between 19,900 to 27,800. These are high volumes necessitating modern traffic facilities to move traffic safely and efficiently. For comparison, Arlington Avenue presently averages 16,000 vehicles between Van Buren Boulevard and Streeter Avenue and the Riverside Freeway.

Livingston and Blayney projections on Victoria Avenue moving southerly from the Arlington-Victoria intersection range from insignificant to 9,700 at Jackson Street, well within the capability of two 24-foot moving lanes. The volumes southerly of Jackson Street to La Sierra Avenue, nowever increase from 13,600 to 15,500 which are within the capabilities of a modern four lane collector highway but may tax the Avenue if developed as planned.

If the Livingston and Blayney 1990 projections for the Dufferin-Washington alignment are assigned to Victoria Avenue the resultant volumes, 12,000 to 30,200, call for arterial design. As a rule of thumb, traffic engineers contemplate six lane, divided highways for an ADT of 30,000. It is not true, of course, that volumes can be assigned directly from one street to another in such a manner, however, the analysis shows that there will be large volumes of traffic that cannot be ignored.

B. Land Use

Land use along Victoria Avenue is as critical to its character as the development within the right-of-way. Not only should the visual impact of adjacent uses be considered but the traffic generating characteristics and ecological effects as well. Since urban development will replace the citrus, an appropriate land use policy for the Avenue is imperative. The City's official policy statement for land use is contained in the General Plan.

General Plan - When the Victoria Avenue Plan was adopted in 1973, the General Plan recognized that the citrus groves in Riverside not withstand the population pressures of the future and designated the bulk of the Victoria area for Medium-Low-Density Residential development with a number of public uses indicated at various locations. Medium-Low Density ranges from 2.6 to 4.0 units per gross acre and would permit zoning, such as the R-1-80 and R-1-65 Zones, for greater residential densities than are now permitted by the present zones. This General Plan designation also encompasses institutional uses, garden apartments, cluster housing, and other innovative residential developments at appropriate locations.

Public uses shown along Victoria Avenue on the General Plan include neighborhood parks, schools, natural arroyo areas that should be left open, and the 1100 acre Arlington Heights Park.

Zoning - Land use policy is established by the General Plan and controlled through zoning. Presently, both sides of the Avenue between Victoria Bridge and Madison Street are in the R-1-125 Single Family Residential Zone as is the area on the northwesterly side of the Avenue between Harrison Street and Tyler Avenue. This Low-Density zone, permits approximately 2.5 units per acre, allows subdivisions containing lots not less than 125 feet wide and 100 feet deep. The minimum width required of lots in this zone has proven awkward in subdivision design and serious consideration has been given to reducing it to 100 feet maintaining the minimum required area of 12,500 square feet. This proposal will be considered in conjunction with the new zoning ordinance.

The remainder of the Victoria area, almost exclusively devoted to citrus groves, is situated in the RA - Residential Agricultural Zone which is identical to the R-1-125 Zone except that subdivisions are not permitted.

In November 1970, the City Council approved a zone change request near the westerly corner of Anna Street and Victoria Avenue for the R-1-80 Single Family Residential Zone. The R-1-80 Zone permits lots 80' wide by 100' deep with areas not less than 8,000 square feet. The Council stipulated, however, that the lots adjoining Victoria Avenue contain not less than 10,000 square feet. Similar zone changes to higher density single family zones on the Avenue can be expected in the near future.

The residential zoning along the Avenue allows considerable flexibility in residential and institutional land use through the application of the conditional use permit. Most institutional and public uses and multiple family developments over one acre in area can be permitted by granting of a conditional use permit after holding a public hearing. The use permit gives the City control over site location, design, site plans, development and, in the case of housing, residential density. With this control, the City can encourage a variety of development along the Avenue within the policy and regulatory framework of the General Plan and Zoning Ordinance. In addition, the design review process is a valuable adjunct to the conditional use permit. The Planning Commission is empowered to require Design Review Board approval of certain projects to assure excellence of development.

With these tools, the City can look to supplementing and to some extent perhaps substituting typical single family tract development with innovative residential projects at selected locations on the Avenue. Cluster housing, townhouses, garden apartments, condominiums and similar projects that through imaginative design provide ample open space, parking and amenities should be encouraged and given density bonuses commensurate with the General Plan goals for the overall Arlington Heights-Victoria area.

Properly designed institutional uses, too, can provide visual bonuses along the Avenue. Churches, clubs, lodges and other similar uses provide the architect some of his best opportunities for creative design by which the Avenue and public can benefit. These uses must be carefully located with respect to access and impact on surrounding residences.

Commercial and industrial uses with attendant traffic, lights, glare and noise would be highly detrimental to the character of the Avenue and, therefore, should not be permitted along the Avenue. There is ample land zoned and planned for these uses in more appropriate locations in the City.

III. Goals

There were no clearly specified goals within the original plan.

IV. Objectives, Policies and Implementing Actions

The 1973 Plan included an Objectives Section and a recommendations section which were the implementing actions of the document. The recommendations were modified later and adopted through Resolution No. 12228. This section includes the objectives Section of the original plan and the adopted "Standards for Development of Victoria Avenue Southerly of Tequesquite Arroyo."

A. Objectives

It is the purpose of this report to present a plan for the preservation of Victoria Avenue as a landscaped parkway and as a cultural heritage landmark as designated by the Cultural Heritage Board. This report makes recommendations on the various factors affecting Victoria Avenue, both in the right-of-way and in its vicinity. Physical factors to be considered for the Avenue are street improvements, utilities, bridle trails, landscaping, irrigation and rights-of-way. Recommended improvements are related to traffic volumes and safety both now and in the future, taking into consideration the effects of other highways and freeways and land use in the vicinity. Land use plans and policies for private development of adjoining lands including subdivision and development design are discussed and recommendations made.

B. Implementing Actions

Standards for the Development of Victoria Avenue southerly of the Tequesquite Arroyo.

1. Intent. Victoria Avenue shall be developed as a limited access, low volume parkway serving adjacent residential and institutional uses and that the widening and improvement of the Avenue take place concurrently with the development of adjoining lands under normal improvement policies except as noted below and except where the City chooses to improve the median under special circumstances such as the Capital Improvement Program.

2. Paving. The Victoria Avenue travel lanes shall be widened to 24 feet and lane delineation provided with construction programmed as traffic volumes warrant and required as development takes place. Widening to 24 feet should be avoided at mid-block locations when such widening will cause a 'saw-tooth' paving effect. Widening in conjunction with land use development at mid-block locations shall be guaranteed by the developer of said land use through long term bond -- 5 years or whenever pavement widening occurs first.

3. Curbing. Instead of P.C.C. curb and gutter, asphaltic berm shall be installed along the outer pavement edge of the Avenue. Mid-block improvement shall be delayed as stipulated under Item #2, "Paving."

4. Median. New street openings through the median shall be prohibited. Left turn lanes shall be permitted at major intersections only as traffic volumes and safety warrant and shall be designed to preserve a maximum number of trees and shrubs. To establish a median improvement program adjacent to more urbanized sections of Victoria Avenue first and to offer an example of the type of median improvement deemed appropriate for the Avenue, the City shall embark on design plans and an improvement schedule as soon as possible. Design plans shall include the use of P.C.C. curbing along the outer edges of the median so as to identify, retain and preserve the median. In addition, the plan shall set forth proposals to install automated sprinklers and should identify plant types to be used within the median.

5. Right-of-Way. Thirty feet of additional right-of-way, for a total half street width of 90 feet, shall be required for all developments along the Avenue, except subdivisions designed with service road, in which case 42 feet of additional right-of-way for a total half street width of 102 feet shall be provided. Refer to Item 7 below.

6. Sidewalks, Bike Trails and Bridle Paths. Sidewalks, bike trails and bridle paths shall be installed or installation guaranteed by developers of adjoining properties and there shall be only one such facility per parkway to be constructed so as to be situated a maximum distance from the roadway but not immediately adjacent to the new property line. The facility shall be so located as to minimize plant, shrub and tree removal or displacement.

Generally, the parkways on both sides of the Avenue northerly of Anna Street should be improved with sidewalks. Southerly of Anna Street the northwesterly parkway shall be improved with an equestrian trail. Exceptions to the above are as follows:

a. The westerly parkway between Myrtle and Central Avenues shall be improved with a bike trail.

b. The westerly parkway southerly of Central Avenue between Central Avenue and the terminus of the frontage road shall be developed with either a sidewalk or bike trail at the option of the developer.

c. The City will install a bike trail in the northwesterly parkway between Anna and Horace Streets.

d. The City will replace the existing sidewalks in the southeasterly parkway located southwesterly of Horace Street with an equestrian trail.

7. Development Design. Except as otherwise modified by this Specific Plan, development along Victoria Avenue shall be as follows: Subdivisions southerly of Anna Street should be designed with reverse frontage lots and the Victoria Avenue right-of-way widened by 30 feet and improved in accordance with the requirements of the Subdivision Ordinance for reverse frontage lots except that 42 feet of widening for future construction of a service road shall be provided on the northwesterly side of the Avenue between Harrison and Tyler Streets. Subdivisions northerly of Anna Street should be developed with an appropriate limited access design and Victoria Avenue widened and improved accordingly. Existing service roads should be continued by minimum logical extensions and terminations. Developments other than subdivisions shall provide full street improvements, landscaping and automated water (sprinkler) system and 30 feet of additional right-of-way widening along Victoria Avenue. Masonry wall shall not be required where the appearance of the development will enhance the character of the Avenue. Direct vehicular access to Victoria Avenue should be prohibited except where absolutely necessary.

8. Zoning. The Design Review Overlay Zone shall be established on properties fronting the entire length of Victoria Avenue. Design review shall include special regulatory concern over dwelling and building orientation toward and as seen from the Avenue and shall also include treatment of such matters as materials and design of reverse frontage and other walls, landscape design and usage, and the use, design and installation of automated sprinkler systems.

9. Utilities. The establishment of underground utility districts, the undergrounding of utilities and the installation of unique ornamental street lights should take place along with pavement widening as traffic volumes

warrant and private development occurs. Approximately \$8,500 should be budgeted next year to complete the lighting of intersections.

10. Tree Replacement. Approximately \$1,000 per year should be budgeted for new and replacement tree planting along the Avenue. Where any new or replacement tree planting is accomplished, it shall be City policy to require an additional ten-foot setback for such trees from the existing tree alignment. This will assure proper room and spacing for adequate tree growth and maintenance.

11. Drip Watering Technique. Steps should be taken to institute the drip watering treatment that is now under study in several places in the City along Victoria Avenue.

12. Safety. Every consideration should be given to the use of reflective paint or tape on selected trees along the Avenue to the specifications of the Traffic Engineer.

13. Land Use. The land use along Victoria Avenue should be predominantly single-family, however, in certain instances institutional uses and planned residential developments consistent with the General Plan designated densities may be approved at selected locations. Industrial and commercial uses should be prohibited.

14. Parks. High priority should be given for the acquisition of the citrus groves along Victoria Avenue which are to be a part of the 1100 acre Arlington Heights Park. The City should reserve and maintain the natural arroyo parks through acquisition by purchase, donation or dedication required in conjunction with development.

15. County. The City should seek early annexation of the County territory surrounding the southwesterly portion of Victoria Avenue to extend the parkway to its terminus at La Sierra Avenue. In the interim, the City Council has requested the Board of Supervisors to adopt a Specific Plan for Victoria Avenue in accordance with the City's plan.

pl-riv.16

U.C. BERKELEY LIBRARIES



C124880116



CENTRAL PRINTING
CITY OF RIVERSIDE